

# THE COMMERCIAL MOTOR

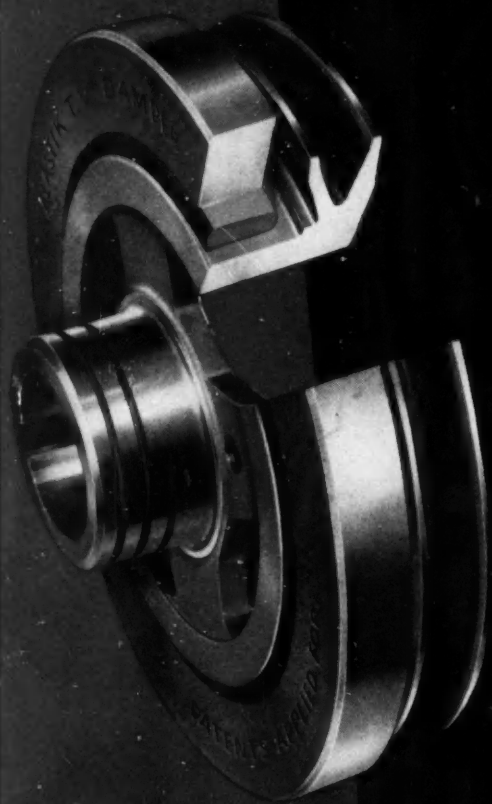
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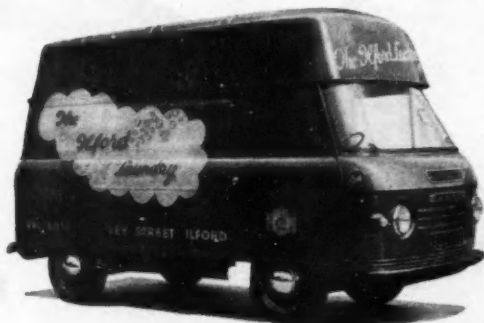
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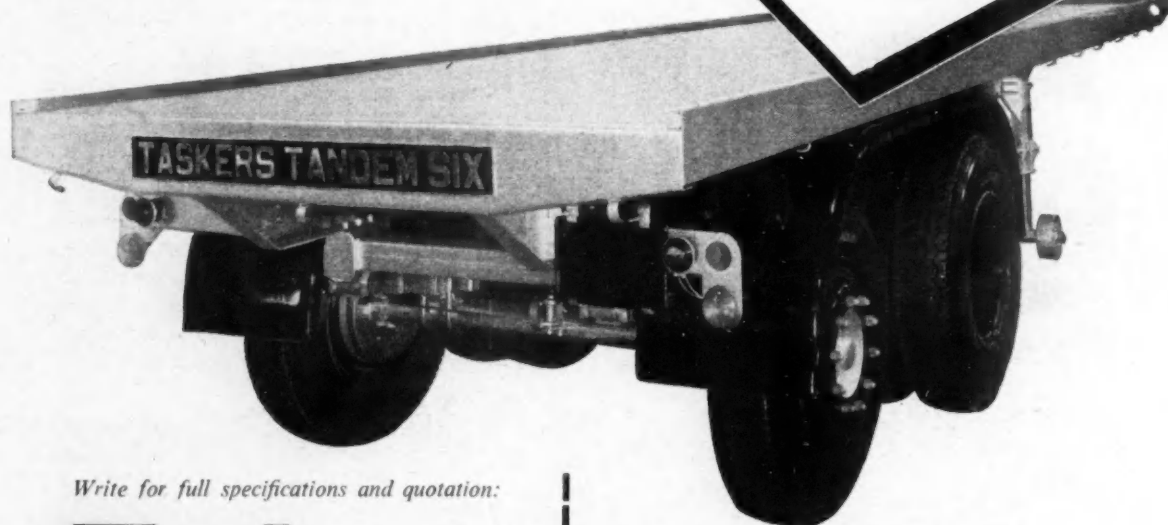
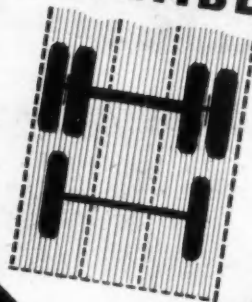
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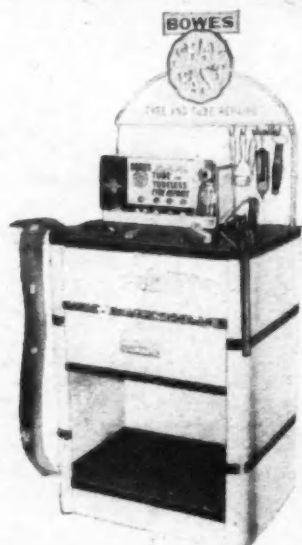
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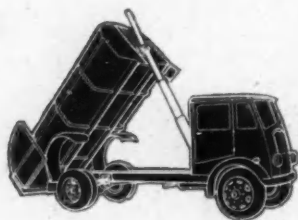


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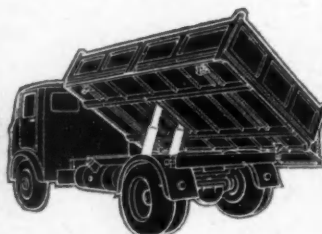
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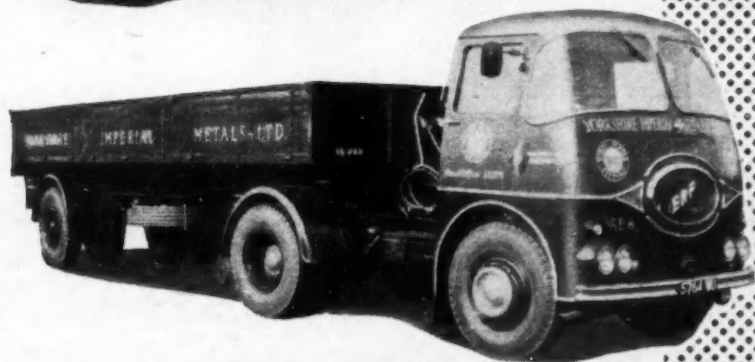
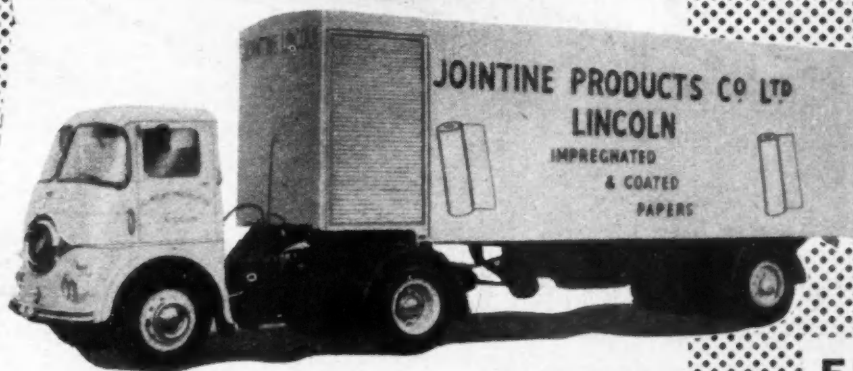
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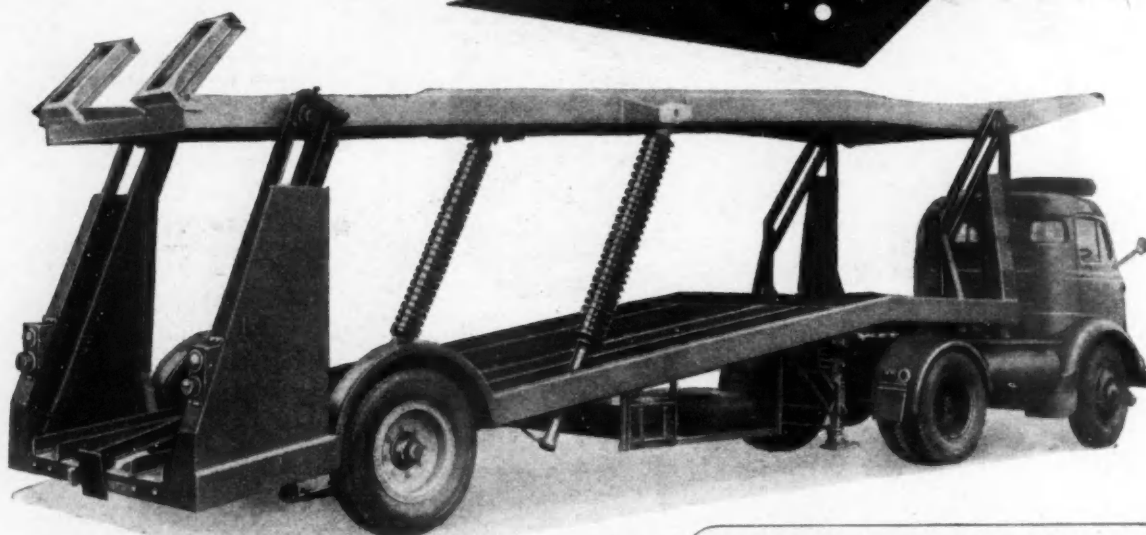
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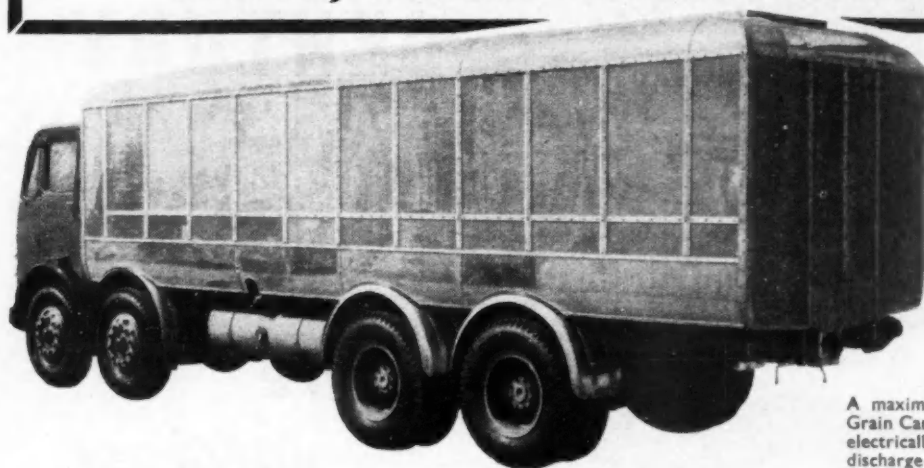
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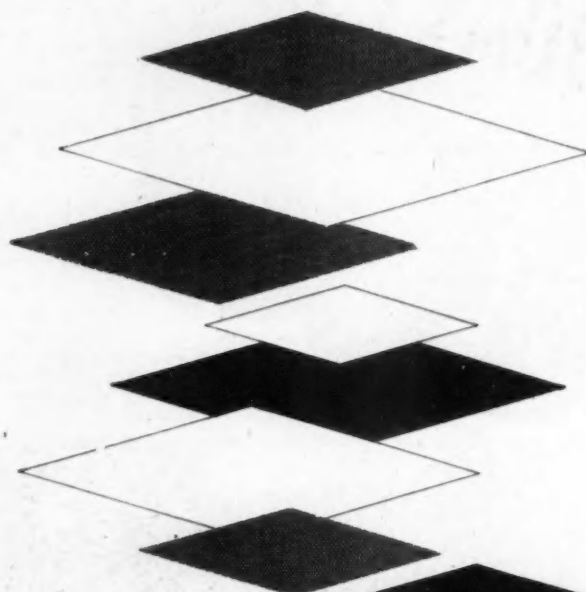
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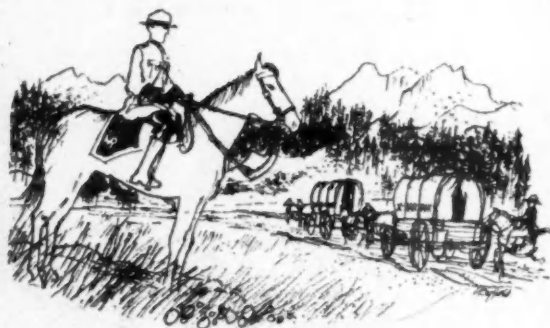


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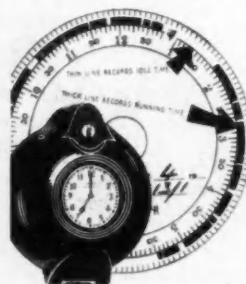
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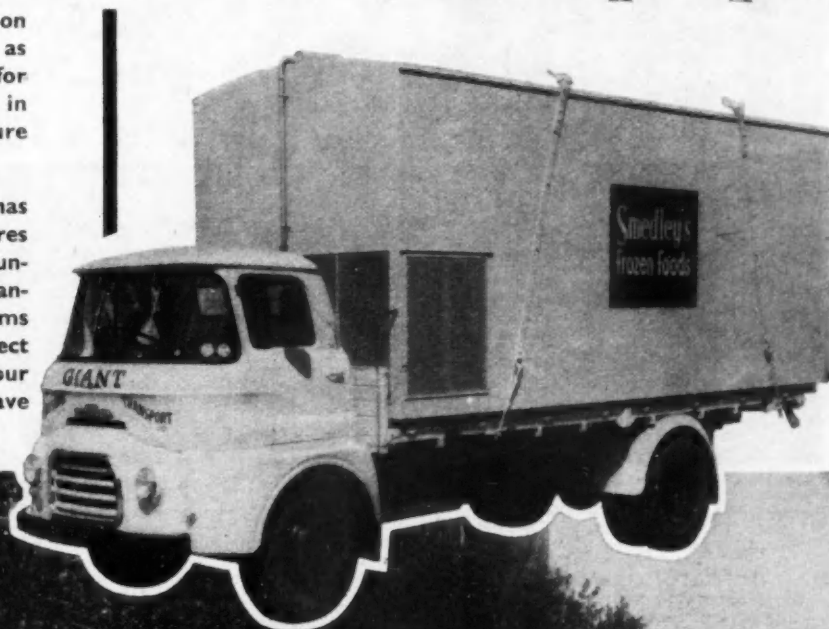
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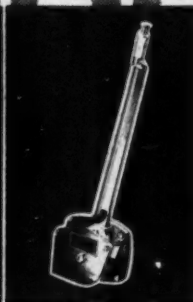
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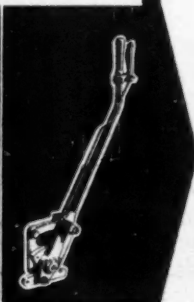
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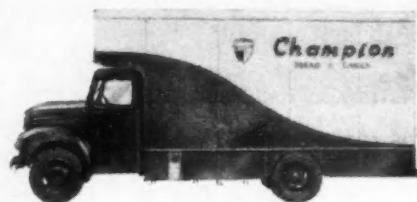
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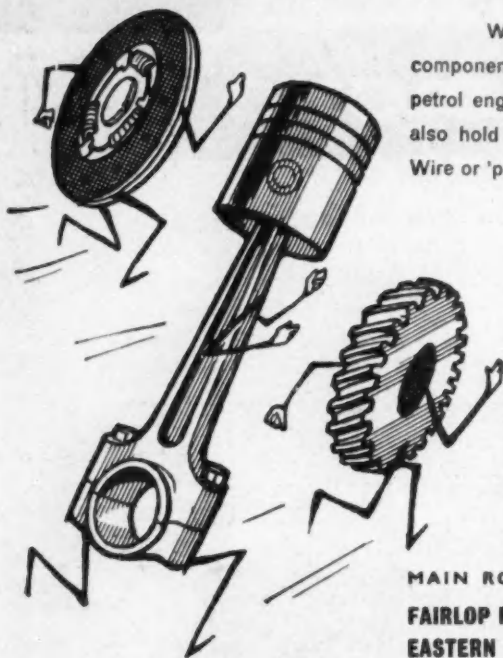
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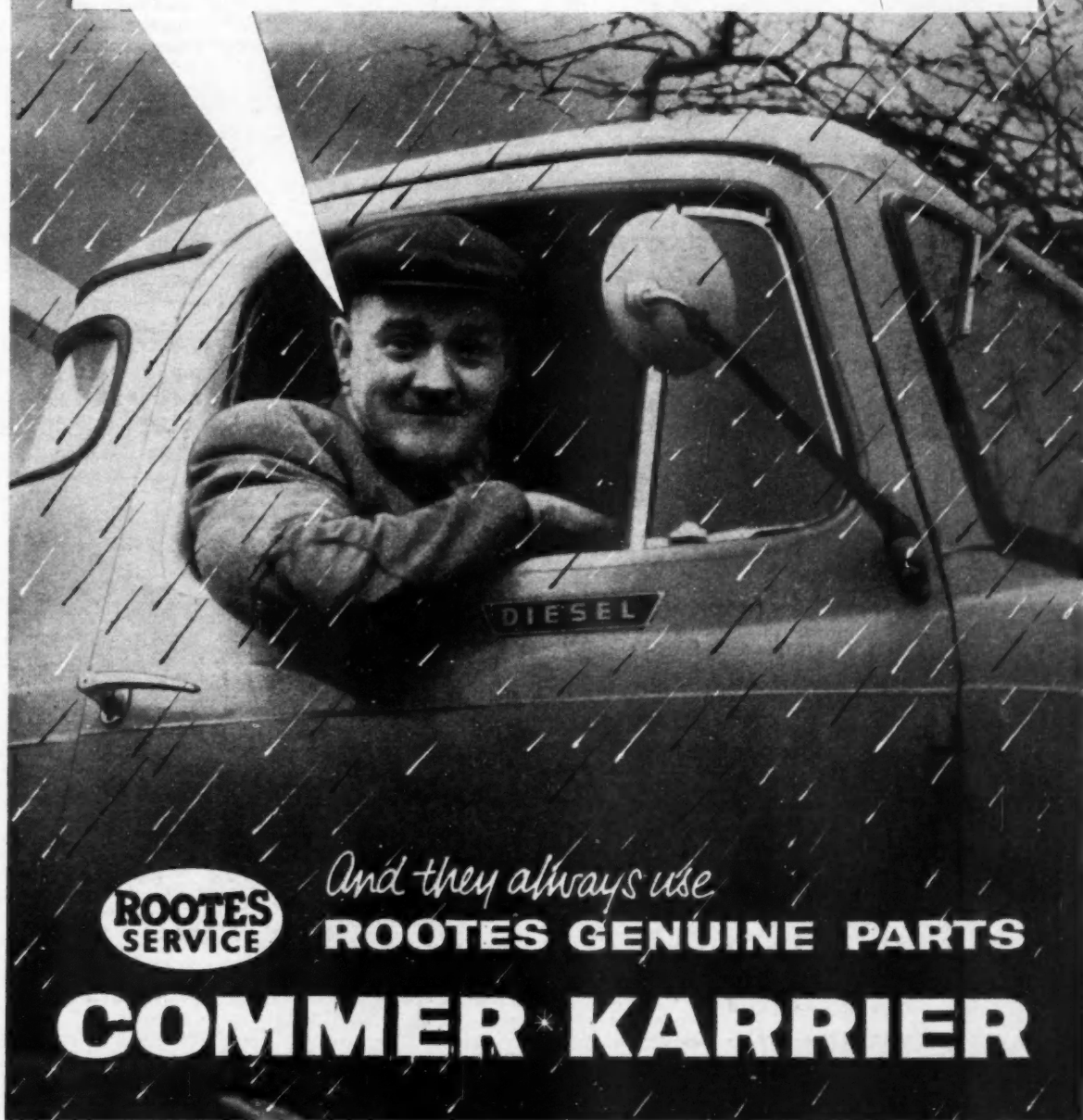
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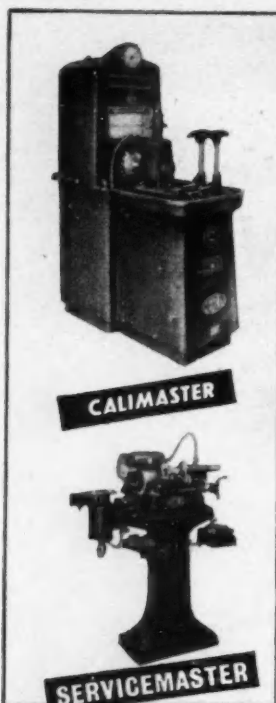


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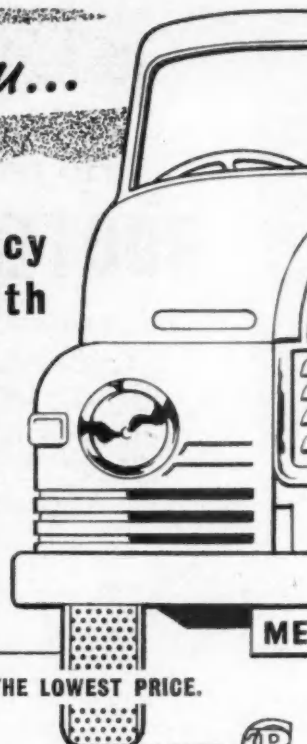
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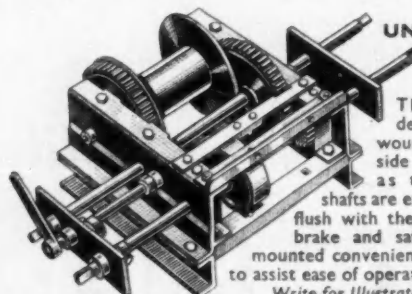
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## For HAULIERS in a HURRY



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6 × 2

### *Express Freighter*

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## The Truce Ends

THE uneasy truce over the Arnold and Merchandise Transport appeals is over. There has been time for the Arnold appeal written decision, at any rate, to be fully considered and digested. The stage is now being set for the Road Haulage Association's big fight to have the Transport Tribunal's decisions reversed.

It is a moment of great importance to A-licensed hauliers, and yet, even now, it is a moment that may be drawn out through the summer. It may be that the R.H.A.-sponsored appeals which have been lodged will not be heard until the autumn, and if this is so there is little that can be done to speed matters.

Meanwhile the applications are piling up as a consequence of these two decisions. Each week *The Commercial Motor* publishes a unique feature in journalism—a summary of the major licence applications in every traffic area. This regular column mirrors accurately the fast-rising tempo of these C-to-A and contract-to-A switch applications. Without any doubt, the vast majority will stand or fall on the way the forthcoming battle goes.

Obviously, the line the appeals against the Tribunal decisions will follow will not be divulged in advance. But it appears likely that there will be a major issue in Arnold over the question of whether an Authority should take into account the wisdom or otherwise of a customer wanting to terminate a contract and support a haulier's application for a full A licence.

It could be that much in each case will turn upon the requirements laid upon a Licensing Authority when he considers a licence application. The first thing to which he must have regard is the interests of the public, including primarily those of persons requiring facilities for transport, and secondly those of persons providing those facilities. It may eventually prove that the 1960 Road Traffic Act will be shown to stand in need of some amendment.

## Walnuts and Wine

APPALLINGLY late though they are, the latest Summary of Annual Reports of the Licensing Authorities for the period from October 1, 1958, to September 30, 1959, contain some items which merit attention. The statistics themselves are now of little more than academic interest, it is true, and those relating to C-licence operators and their vehicles have been superseded by the Ministry of Transport's own statistics on that subject—which are a year further ahead.

Nevertheless, they do form the most up-to-date official analysis of the haulage scene. The Minister of Transport's recent statement in the House of Commons that the reports would, in future, be published in full—a reversion to pre-war practice—is welcome because it will mean a much more recent set of statistics becoming available. The sooner they are published, the more useful statistics become.

One of the matters meriting some attention is that, although there was little change in the rate of applications for C licences, the picture differed between traffic areas. One area reported that only 47 per cent. of C licences expiring during the year were renewed. Another area commented that many single-vehicle C licensees failed to notify cessation of use of the vehicles concerned. All this means that a suspicious eye must be cast on figures relating to C licensees. Are there really 565,329 operators with 1,204,399 vehicles? Or are there, in truth, considerably fewer?

In some ways these Summaries are, like the walnuts and wine, worth dipping into and savouring at one's leisure.

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### NEXT WEEK

- The Threat of Urban Clearways
- Bus Bonuses Analysed

## Thomas William

AT THE risk of ponderousness and pomposity—qualities, I hasten to add, not to be found at all in Tony Gailey—I must say that, in my view, he fully represents the new trend in road transport management. He is not the sole representative, of course, nor is the trend

### Men Who Make Transport

new in the sense that its origins go no farther back than a year or two. Old-timers will know at once what I mean. Since the war, as a result of nationalization, mergers, and amalgamations, larger units have involved higher grade management. When, in the 'twenties and 'thirties, most road transport companies operated comparatively few vehicles, your manager had to be a sort of "Pooh-Bah." If needs be he took his coat off to help in a tricky bit of maintenance. One has heard of stressful occasions when, appropriately equipped with satchel and bunch of tickets, he acted *pro tem*, as a conductor.

Today transport operations demand as high grade administration as any other large-scale enterprise, and have done for a good many years past.

That is why men like Tony Gailey remained in it. Joining at a time when future prospects were in the main revealed only to people of broad vision, they stayed the course until what they foresaw actually happened.

Gailey is an Oxford man—University College—and thought of the Indian Civil Service as his probable career. That was in the days of highly competitive civil service examinations when a first or good second class honours degree, preferably from Oxford or Cambridge, was the basic qualification, a hurdle preliminary to that tough examination in preparation for which even first-class honoursmen often used to have recourse to professional crammers.

All set for the I.C.S., having leapt the formidable barriers.

### Bird's Eye View

## Suicidal Tendencies

ROAD haulage is not the only industry with problems of subnormal tenders. Speaking at the annual meeting of the Nottingham and District Association of Building Trades Employers, the president, Mr. T. Bow, said that some building firms were submitting suicidally low tenders. He added: "It inevitably weakens the profitability of the industry and leads to a lowering of quality standards, restriction of training facilities, deferment of mechanization programmes, inadequate plant replacement, inferior welfare provision, and the tendency to disregard safety precautions."

Rings a bell?

### Publicity Conscious

DOUGLAS MUIRHEAD, the Tilling Group's publicity man, tells me that our feature on his activities in the March 17 issue has produced a surprising and gratifying amount of comment, both from within the Tilling Group and from other sources. He was especially tickled by an operator of three coaches who rang up "to talk publicity."

### But of Course . . .

A TOP Leyland executive bought his wife a new car the other day. It was, I am glad to report, a Triumph Herald. There's nothing to beat keeping it in the family!

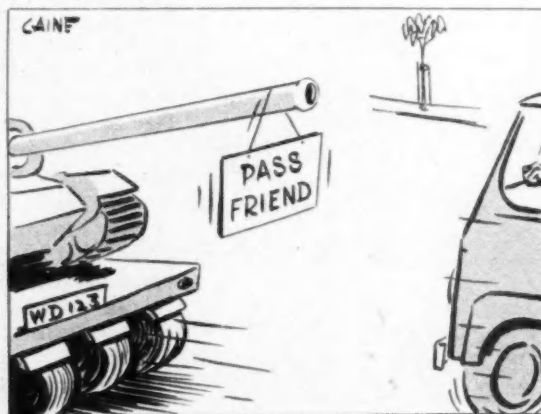
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### Slightly Humid

FOOTNOTE to a newspaper article on plans for pipeline transport across Britain:

"Solids can be carried through a pipe by reducing them to powder form and mixing them with liquids."

Darling, pour some more coal on the fire.



# Hamilton Gailey



*All set for the I.C.S., but . . . Mr. T. W. H. Gailey.*

Tony Gailey found that other circumstances supervened. The career was to be fashioned in another sphere. He chose transport and began his lessons the hard way with the Yorkshire Road Car Company.

That company operated through some of the pleasanter and remoter parts of the North—the Dales, for instance. How well I recall gazing out of a cottage window near

Pateley Bridge to see the arrival of one of the thrice daily services from Harrogate. But that was nearly 40 years ago. Since then many more vehicles have taken to the roads and, as far as Tony Gailey's first company was concerned, proved too much for the Nidderdale branch railway line from Harrogate.

But 1939 arrived. New forms of transport beckoned. Horizons broadened. In due course Gailey found himself with the pioneering Transport Command of the R.A.F., in 44 Group. Stranger names than those of the West Riding were now his daily concern—Goose Bay, Dorval, Bluey West I. These and many more he knew well (Bluey West I, I should explain was—and still is—an airstrip at the top of a Greenland fjord, not far from the ominously named Cape Farewell. You chose your fjord and flew down what was virtually a narrow canyon with no possibility of turning round if you'd misread the map. At the end you made a sharp turn to port—or was it starboard?—and there below you was Bluey West I. You could not always see it clearly, of course. (There's much fog and snow).

Leaving the R.A.F. with the rank of Wing Commander and much experience of new ways and purposes of transport (Transport Command was a major pioneer of transatlantic passenger flying) he went to Bristol to become successively assistant traffic manager, traffic manager and assistant general manager of the Bristol Tramways and Carriage Company, that historic organization that once monopolized all Bristol's transport—cabs, taxis, trams, buses and, earlier, even funerals. The trams long ago ceased to run. The taxis are no more B.T.T.C.'s "blue taxis." Even the name has been changed to Bristol Omnibus Co., Ltd. (but it is worth noting that it was Sir George White of the Bristol Tramways and Carriage Co. who was the urgent spirit inspiring the formation of what is now the Bristol Aeroplane Company).

## Loves Old Maps

Was it here, I wonder, that Tony Gailey found his love of old maps, town plans and histories? He has a fascinating collection and Bristol, with all its historic associations, was the place to inspire such an interest. Alas, that is about all the reminder one has now of the city of the Merchant Venturers.

Soon he was to pursue his path of promotion to Exeter and the Western and Southern National Omnibus Companies. Now he was to be director and general manager. Then London beckoned and Tillings' top management organization, the Management Board. In 1961 Tony Gailey is chairman of the Hants and Dorset Motor Services, Ltd., Southern Vectis Omnibus Co., Ltd., Red and White Services, Ltd., and United Welsh Services, Ltd., all of which operate under the Tilling Group's aegis.

How much more complicated road transport appears to have become, at any rate to the general public if ever they reflect upon the situation.

Tony Gailey and his like are the initiators of this phase of road transport administration. But the future is not to be left to the chance of a first class Administrative Civil Service candidate changing his mind. Tillings are training a new generation of managers, youngsters of good education and apparent flair. They will take over when the Gaileys depart from the scene.

However, Tony Gailey is a long way from departing from transport management now. He speaks quietly, wittily. He is a transport man from first to last. Even his interest in maps and town histories and gazetteers betokens it. But also it is a typical interest of a quiet mind. And, if a profile writer is allowed to put in a sentence his personal picture of a "sitter," then I would say Tony Gailey is a man with a quiet mind whose vision of the future the clutter of day-to-day administration will by no means dim. H.C.

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## By The Hawk

### No Successor

**F**EW tasks can have been more difficult, yet less appreciated, than that of Mr. J. H. Brebner, who retired yesterday from the post of public relations adviser to the British Transport Commission. The B.T.C., in what I think must be an unprecedented move, said they "wish to place on record their deep appreciation of his valuable services over the past 14 years."

Mr. Brebner spent his earlier public relations life with the G.P.O., Ministry of Information and London Transport. His has been a colourful career. Among his many honours is Honorary Life Membership of the Association of American Correspondents—an honour he shares with General Eisenhower and the American Ambassador.

In all this, I spotted an ominous note. Headed "note to editor," it reads: "Because of the pending changes in British Transport Commission organization, it is not proposed at this time to appoint a successor to Mr. Brebner."

### Guess Who?

**N**EITHER as a motorist nor as one who serves a nationalized industry does he find large lorries "welcome bedfellows." Ugly, noisy and dangerous, is his description of them. In fact he goes further . . . "I am very definitely against heavy freight traffic being on the roads."

His name? Mr. T. R. Summerson, chairman of the North-Eastern board of (as if you didn't guess) British Railways. He added: "Nor am I against road transport in its proper place."

Nice of him. But we know our place, don't we—on the roads.



## J. C. Wake Gets Bradford Post

MR. J. C. WAKE, general manager and engineer of St. Helens Corporation Transport, has been appointed general manager of Bradford City Transport, in succession to Mr. C. T. Humpidge, who is taking up a similar position with Sheffield transport department on the retirement of Mr. R. C. Moore, the general manager.

Mr. Wake expects to take up his new position on July 1. He is 52, and joined the Anglo American Oil Company in 1928 where he worked on the transport side for seven years. In 1935 he went to Middlesbrough Corporation transport department, and was made deputy general manager in 1945.

Five years later he was appointed general manager and engineer of Burton upon Trent Corporation transport department. He took up his present position at St. Helens in 1952.

## Vauxhall Increase Turnover

THE extreme fluctuation in the motor industry's scale of operations last year is illustrated by Vauxhall Motors' annual report and accounts for 1960, published this week.

Turnover, at £136m., was up by 5 per cent. over the previous year, and net profit after taxation, at £7,159,335, rose by nearly £700,000. An interim dividend of £3,580,000 net, after deduction of tax, has been declared on the Ordinary stock, and no further dividend is proposed.

Other highlights of the report include: Export sales of 128,200 units, valued at £65m. and representing 52 per cent of total sales; total Bedford production was up by almost 20 per cent, compared with the previous year, and Bedford truck and van exports rose by over 30 per cent.

On the question of future export business, the report strikes a realistic but confident note: "Competition for overseas markets is extremely keen, but we believe we can hold our position and even secure an increasing share of many of these markets, with the help of a good home demand which is not depressed by exorbitant levels of taxation and other restrictions on normal consumption."

## GUARANTEED PAY AGREEMENT SOUGHT

*From our Industrial Correspondent*

A MOVE which may well become the pattern for the whole motor industry, was made by leaders of 22 unions with members at Ford's last week. They decided to approach the Ford management at the next meeting of the national negotiating committee with a demand for a guaranteed payment for a five-day week.

The move is a direct result of the recent short-time working which hit Ford's as well as most other car sectors of the industry. Union leaders want to protect their members from the effects of another recession which might again cut their pay by more than half.

B22

# Watch This Road-to-Rail Move, Warns T.R.T.A.

A WARNING that efforts are being made to force goods off the road on to rail is given in the annual report of the Traders' Road Transport Association. The Government had "avoided the pit-fall of seeking to restrict road transport, either physically or by fiscal measures, in order to make the railways pay," it is stated.

"Unfortunately, pressure continues from various quarters for compulsory diversion of traffic to rail.

"This situation will need careful watching, particularly because it would appear that the climate of opinion generally towards the goods vehicle is not always as favourable as it might be. Considering its vital importance to the country, road transport is probably the least appreciated of all our major industries."

The report continues: "Seventy-six per cent. by weight of all inland freight now travels by road. At the same time the number of goods vehicles and C-licensed vehicles in particular, continues to show a steady increase.

"These trends are in line with the general pattern in Europe, although the growth in the number of vehicles is less

than half the European average. Recent statistics show beyond doubt how trade and industry chooses to send its goods; a situation which has its parallel in the growth of private cars."

The report states that traffic matters featured more and more prominently in T.R.T.A. work during the year, and adds: "We recognize that the traffic problems in urban areas are immense. Commercial goods transport must accept its share of restrictions in the general interest.

"But wholesale bans on the freedom to load and unload goods cannot be accepted except as a last resort, when all less harmful measures have been tried and, despite strict enforcement, have been shown to be inadequate.

"The commercial life of our towns and cities depends upon the free flow of goods to the shops and business premises, and it would be an inverted sense of priorities to subjugate this to a general concept of 'traffic flow.'

"It is pointless to keep traffic flowing if, when it reaches its destination, it is unable to stop to fulfil the purpose of its journey."

## M.P.s Attack Toll System

*From our Parliamentary Correspondent*

MR. ERNEST MARPLES, the Minister of Transport, told the Commons last week that he had now received the report of the group which had been studying the question of whether tolls are to be imposed on future motorways.

The possibility of tolls being introduced caused anxiety on both sides of the House. Mr. Norman Dodds (Labour, Erith and Crayford) asked the Minister: "Does this mean that the M1 might be free, while tolls will have to be paid on other motorways? Or are all roads to have tolls in future?"

It would be very wrong to add tolls to the existing burden on the road user, who was paying far more than his fair share of taxation, said Sir Richard Pilkington (Tory, Poole).

## PARKING PROBLEM

A CALL for the Minister of Transport to take "drastic action" against the all-night parking of heavy goods vehicles in residential areas of London was made in the Commons.

"With these great 10-ton and 20-ton diesel engines starting up every morning at four o'clock, it is just like hell let loose in some of the residential streets of Brixton and other parts of London," complained Mr. Marcus Lipton, the Labour Member for Brixton. Urging Mr. Marples to take action, Mr. Lipton claimed that the law on the subject was absolutely inadequate.

The Minister replied that the primary difficulty was the absence so far of

sufficient off-street parking accommodation. He was in touch with the Metropolitan boroughs and other bodies concerned about this and other aspects of the problem. The permanent solution was off-street parking, which was the responsibility of the Metropolitan boroughs, and in that he would help all he could.

When Mr. A. C. Manuel (Labour, Central Ayrshire) suggested that private enterprise should provide garage facilities at its own expense, Mr. Marples said he thought that in most places the vehicle owners should find their own parking places.

A local authority might also provide parking places in its area, and the private owners should pay for them, added the Minister.

## ENFORCEMENT DRIVE?

THE Minister of Transport is now considering whether more enforcement staff should be employed to deal with the working of excessive hours by drivers of commercial vehicles—a suggestion which was put to him by trade unions.

He said in the Commons last week that enforcement of the law was a matter for the police and the Licensing Authorities, who employed some 150 special staff for the purpose.

During the 12 months ending last September licences had been withdrawn 10 times in cases of excessive hours worked by haulage firms, added Mr. Marples. This had happened six times during the previous 12 months.



## More Wage Increases

**A**N agreement recently negotiated with the oil companies includes an increase in special payment for shift work from 4d. to 5d. per hour. The weekly allowance for airfield operatives on scheduled regular rotating shifts is to be increased from 16s. to 20s. For seven-day-week operatives the increase is from 32s. 6d. to 36s. 6d.

The special payment for night work is to be increased from 6d. to 7d. per hour. Rates for subsistence are to be 16s. for bed and breakfast and 4s. for midday or evening meal.

As from today, the working week in the ready-mixed-concrete industry is to be reduced from 44 to 42 hours. Subsistence payments are increased from 16s. to 18s.

## No Speed-up

**T**HE loss of 51 trams in the recent fire at the Dalmarnock depot, Glasgow, will not speed-up the change-over to buses, said Mr. E. R. L. Fitzpayne, general manager of the transport department. The reason, he said, was that they were still short of bus drivers.

Mr. Fitzpayne added that apart from the shortage of drivers, the new bus depot at Gartcraig was not yet ready. Only a few weeks ago 16 trams had been withdrawn from service, and those vehicles, along with 40 old trams due for scrapping, would be filling the breach caused by the fire.

## Insurance Rates Up

**T**HE Accident Offices Association announce that from June 1 their members will increase the standard rates of premium on vehicles used by the motor trade by approximately 17½ per cent. to 25 per cent. according to the district in which the trader operates. There will also be an increase on vehicles used for hire of approximately 25 per cent. The premiums for third party cover in respect of accidents in motor trade premises, however, are being reduced.

# Quick Moves in Bus Pay Dispute

FROM OUR INDUSTRIAL CORRESPONDENT

**T**WO quick moves, one by the employers and another by the unions, raised hopes a little last week that a strike of provincial busmen might be avoided after all. The employers moved within 24 hours of leaders of 100,000 busmen employed in private undertakings giving notice that they would call their members out on strike.

A statement from the employers' side of the National Council for the Omnibus Industry indicated that they would be prepared after all to negotiate with the unions. The unions eagerly took up the invitation and sent off a letter asking for an immediate meeting.

The employers' retreat was a cautious one. In their statement they declared: "There is no reason to suppose that the employers' side of the National Council would be unwilling to listen to and consider any new facts or new arguments from the trade union side if that side felt that there were new facts or new arguments and cared to requisition a meeting of the Council for the purpose."

But they pointed out that less than a year ago—in May, 1960—the Council had settled the biggest claims from the trade union side that it had ever had before it by making the most expensive improvement in wages and conditions in the industry's history.

## £7,500,000 in a Year

Those improvements had come into effect in two stages, in May and August, and between them they had meant an increase of 10.8 per cent. in the driver's hourly rate of pay. The total cost to the companies would amount to some £7,500,000 in a full year, which was nearly double the cost of the next most expensive advance on record. Earnings of drivers and conductors had gone up in consequence by roundly 20s. to 30s. a week, the actual amount varying a good deal with local circumstances.

The statement continued: "The employers' side of the Council were understandably shocked when in Novem-

ber—three months after this settlement had been implemented—further large claims were presented by the unions on behalf of the same staffs."

Except for improved wages of London Transport staffs, which had been granted to meet what was agreed to be a special case, no substantial change in circumstances had been urged in support of those fresh claims on behalf of the provincial busmen and the employers' side had rejected them completely at a meeting on December 5.

The statement said that in the bus industry, wages accounted for two-thirds of total costs. Revenue came almost entirely from fares and the only means of meeting heavy increases in wage costs were therefore to increase fares and/or reduce services.

## Fewer Passengers

In 1960 there had to be many increases in fares, with a discouraging effect on the number of passengers. In many places the number being carried in 1961 was well below the level of a year ago.

The bus employers had therefore good reason to regard proposals for further costly improvements in pay and conditions with great caution. They had to weigh with some care whether they could be justified for, sooner rather than later, it was passengers who would have to pay for them and the number of passengers was smaller than it was.

Despite this lukewarm invitation and without receiving any copy of the statement, the union side met at once and decided to call for a meeting of the National Council. Their letter to the employers said: "It is the wish of the trade union side to take every possible step to negotiate a settlement of the problem and to avert a dispute arising in the industry."

## Public Support

"We are satisfied that the general body of opinion in the country is in support of our claims, but we would not wish anyone to feel that we have missed any opportunity available to us to reach a negotiated settlement."

But if the talks fail, the strike is still on. The union leaders considered a number of proposals, such as a series of stoppages, bans on overtime and other action. But they decided on a national stoppage of all staff.

The date would be fixed "in the light of developments" before the next meeting of the unions, which would be held no later than April 10. This date has clearly been fixed to stop any procrastination in the negotiations.

Lord Rootes shakes hands with his son, the Hon. Brian Rootes, who is in the driving cab of a Commer 7-ton truck, first of the British vehicles to start the 2,000-mile journey to Moscow, to be used as a demonstration model at the British Trade Fair. On the right is Sir Reginald Rootes, deputy chairman of the Group.



## Men in the News

MR. C. C. OAKHAM, general manager of Lancashire United Transport, Ltd., has been elected a director of the company. His title is now director and general manager.

MR. A. E. FAIRFIELD has been appointed manager, tyre services, of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. He is working from Wolverhampton to handle special tyre assignments.

MR. BRIAN LANNON has been appointed manager of the Manchester branch of Astley Industrial Trust, Ltd. Mr. K. D. MACGREGOR-BOWRON is now Midlands manager of the company's Industrial Service Division.



Mr. A. E. Fairfield.

MR. G. F. HARVEY, former secretary-accountant of City of Oxford Motor Services, Ltd., has been appointed secretary-accountant of the Trent Motor Traction Co., Ltd., in succession to Mr. E. A. YEOMANS, who has retired.

MR. HAROLD SMITH, chairman of I.C.I. General Chemicals Division for the past two years, has been appointed a director of I.C.I. He will take over as technical director from Dr. RICHARD BEECHING on June 1, when Dr. Beeching becomes chairman of the new British Transport Board.

MR. E. J. HUNTER, chairman of Swan, Hunter and Wigham Richardson, Ltd., Mr. J. R. EDWARDS, managing director, Pressed Steel Company, and the HON. GEOFFREY ROOTES, deputy chairman and managing director of Humber, Ltd., have been elected vice-presidents of the Institution of Works Managers.

MR. J. H. PITCHFORD, managing and joint technical director of Ricardo and Co. Engineers (1927), Ltd., was recently inducted at Geneva as president of the Federation Internationale des Societes des Ingenieurs de Techniques de l'Automobile (F.I.S.I.T.A.), in succession to MONSIEUR FERNAND PICARD, Regie Nationale des Usines Renault of France.

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MR. A. J. BOYCE has been appointed manager of the newly formed research and marketing division of Romac Industries, Ltd., The Hyde, Hendon, N.W.9.

MR. D. HOLMES has been appointed private secretary to Mr. JOHN HAY, Joint Parliamentary Secretary to the Ministry of Transport, in succession to Mr. G. S. RIDDLE.

MR. EDWARD S. BONSER, 53-year-old managing director of the Wagon Finance Corporation, Ltd., has been elected chairman of the company. He will combine the office with his present post of managing director of the parent company and of its operating subsidiary, Union Transport Finance, Ltd.

MR. A. J. R. BRUCE, formerly assistant export service manager of Leyland Motors, Ltd., has been appointed sales manager of the company's Industrial Units Division. Mr. P. T. REDFERN, formerly sales engineer of the Industrial Units Division, has been appointed assistant sales manager.

MR. J. H. BREBNER has resigned from his post as public relations adviser to the British Transport Commission. His distinguished career in public relations has included service with the General Post Office, the Ministry of Information and London Transport. In 1937 Mr. Brebner was appointed a member of the committee for the creation of the Ministry of Information and held the post of director of the News Division under seven Ministers. During the war, while in Cairo, he arranged Press conferences for Sir Winston Churchill and other Ministers, and was also appointed head of an Anglo-American Mission to General Eisenhower. In addition to British awards, which include the O.B.E. Mr. Brebner has been honoured for his services by the American, French and Netherlands Governments. Because of pending changes in British Transport Commission organization, it is not proposed at this time to appoint a successor to Mr. Brebner.



Mr. J. H. Brebner.

MR. H. G. MORLEY, deputy manager and traffic manager of Nottingham Corporation transport department, is to retire next month. He has been with the Nottingham undertaking for 51 years and has held his present post for 21 years. Mr. Morley joined Nottingham as a junior clerk and became traffic superintendent in 1930.

MR. GERARD YOUNG, chairman of Tempered Group, Ltd., Sheffield, is at present on a visit to America to appoint distributors for various Group products, including automotive and agricultural springs.

### Obituary

WE record with deep regret the deaths of MR. ROBERT SQUIRE and MR. JOHN MARCHINGTON.

Mr. Squire, works director of Crypton Equipment, of Bridgwater, a company in the Metal Industries Group, died recently after a long illness. He was 62.

Mr. Marchington, chairman and managing director of John Marchington and Sons, Ltd., was a pioneer in road transport in the Peak district. He lived at Hallsteads, Dove Holes, and was 65. He had been in the haulage business since leaving school, and was one of the first operators in the Peak district to use diesel-engined vehicles.

### Forthcoming Events

April 8.—National Coach Rally, Wigan to Blackpool.  
April 18-21.—Scottish R.P.T.A. Conference, Turnberry, Ayrshire.  
April 22-23.—British Coach Rally, Brighton.  
April 26.—T.R.T.A. London and Home Counties annual meeting. Criterion Restaurant, Piccadilly.  
May 1.—T.R.T.A. Annual Dinner, Grosvenor House, Park Lane.  
May 10-12.—Institute of Materials Handling, Second International Conference, Southport.  
May 11-17.—International Union of Public Transport Congress, Copenhagen.  
May 16-18.—Public Transport Association Annual Conference, Eastbourne.  
May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference, Turnberry, Ayrshire.  
May 29-June 7.—Institute of Transport visit to Belgium.  
June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.

June 12-15.—Vehicle Builders' and Repairers' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.  
June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.  
September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.  
September 21-October 1.—Frankfurt Motor Show.  
October 8-15.—Paris Motor Show. (Cars only.)  
October 17-18.—Road Haulage Association Conference, Brighton.  
October 18-28.—Earls Court Motor Show.  
October 28-November 8.—Turin Motor Show.  
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.  
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.  
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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May 29-June 1.—Institute of Transport Congress, Cardiff.

## Bus Pay Warning

A WARNING that any more pay rises might mean a reduction in jobs and services, was given this week by Mr. W. M. Dravers, chairman of the Devon General Omnibus Co., Ltd. He told the company's annual meeting: "It is inevitable that the bus industry should view applications for higher wages with the greatest concern. That attitude is far from selfish. It is in the interests of our passengers, and, indeed, of our employees themselves: it is perfectly possible to price oneself out of a job."

"Our network of services includes a considerable proportion of unremunerative mileage: if costs rise again, there must, in the absence of any compensating relief, be some further withdrawal of facilities, causing hardship to those who wish to travel and a reduction in the number of personnel we employ."

[Further talks on the bus pay dispute between representatives of the employers and of the men's unions are to be held in London next Wednesday.]

## Rural Services May Have to be Cut

BRISTOL OMNIBUS CO., LTD., may find it necessary to surrender the road service licences on some of its country services unless operating costs can be reduced, warns Mr. C. R. Buckley, the company's traffic manager, commenting on the Jack Report recommendations.

"The traffic authority cannot force a bus company to operate services," he said, "and if the number of unremunerative services continues to rise unchecked we might well need to stop some services."

Bus companies had been trying for some time past to get the fuel tax removed completely, apart from a remission, but there didn't seem much hope of success. "If there was to be a complete remission in tax, I don't think it would be the complete answer," said Mr. Buckley.

## BIG A.E.C. ORDER

AN order for 48 chassis placed this week by the London Brick Co., Ltd., calls for 36 Mammoth Major 8-wheelers, two Mammoth Major 6-wheelers, and 10 Mercury 14-ton gross chassis.

Among other orders received by A.E.C., Ltd., is one for three Mammoth Major 8-wheelers and four Mandator tractive units for Dunkleys Transport, Ltd., of Chipping Sodbury, and one by Stevinson, Hardy and Co., Ltd., for four Mammoth Major 8-wheelers, which will be fitted with tanker bodies.

## THORNYCROFT SERVICE

OWING to the expiry of the lease of their Manchester branch, Transport Equipment (Thornycroft), Ltd., announce that sales of their vehicles and marine engines in the North Western area will be transferred from next Friday to the A.E.C. service depot at Fleet Lane, St. Helens, Lancs. Thornycroft operators in the area will get a 24-hour service from this A.E.C. depot.

# "Savage" Provisions of Road Traffic Bill

COMMENTING this week on the new Road Traffic Bill, the British Omnibus Companies' Public Relations Committee expressed great concern about the "savage provisions" relating to disqualification of drivers for minor offences, including exceeding any speed limit. At present magistrates have the power to suspend a driving licence upon a third (or subsequent) conviction for exceeding the speed limit, whereas under the new Bill they would not only have the power to suspend on even a first offence (for any period they think fit), but would be obliged to suspend for not less than six months upon a third offence within three years. This is a grossly unfair increase in penalty.

The committee point out that the Bill would bear excessively harshly upon the professional public service driver, for two reasons: (1) Unlike the private motorist, he is subject to an archaic speed limit of 30 m.p.h. even outside built-up areas, although his vehicle is the best maintained on the road and he himself has to pass a specially rigorous driving test, additional to the ordinary driving test;

(2) If the average private motorist has his licence suspended for six months he is unlikely to lose his job as well, but a bus driver must lose his job in every case. It is quite appalling that a man's livelihood should be at risk for driving a bus at 35 m.p.h. or more along a broad highway where 30 m.p.h. can cause frustration to drivers following, and lead to positive danger. Only this week it was reported that a bus driver in Glasgow was "admonished" by the court for not driving fast enough, the sheriff remarking: "There are times when driving too slowly can prove just as dangerous as driving too fast."

[The main provisions of the Road Traffic Bill are summarized on page 277.]



Strakers (Newcastle), Ltd., supplied this articulated tipper to David Landau, Ltd., the Tyneside scrap-metal merchants. The Thames Trader oil-engined tractive unit hauls a York 10-ton semi-trailer, and Scammell coupling gear is fitted.

## PORTSMOUTH LORRY DRIVER DATE FIXED

ATENTATIVE date of July 8 has been fixed for the Portsmouth eliminating contest for the Lorry Driver of the Year competition.

At a meeting of the executive committee on Tuesday it was decided to consider the provision of additional attractions at the national final, such as a road safety exhibition.

It was decided to invite Major J. W. Aggleton, secretary of the British Army Motoring Association, to supervise the Safest Cab contest at this year's final.

## CENSUS NIGHT

HOW will drivers of long-distance vehicles fare at the wheel during the night of Sunday, April 23, when a census of population is to be taken?

Zero time on census night is midnight. Drivers included in a census schedule before, for example, leaving home, need take no further action. But if a driver is on the road he should make sure he is included in the schedule for the house, hotel or other establishment at which he stays on the following day.

Supplies of forms giving advice on the subject are available at T.R.T.A. offices for distribution to drivers.

## SLIP GROUP TAKE OVER MARKETING OF DECOSOL

THE manufacturers of the cleaning products, Cleanslip and Decosol, have joined forces in a new marketing arrangement. The Slip Group of Companies have taken over the entire marketing of Decosol, manufactured by Charles Hanson and Son, Ltd., of Brighouse, Yorkshire.

Under the new marketing scheme, the Slip Group will concentrate on selling Decosol to the trade in bulk quantities and continue to market their own product, Cleanslip, for consumer use in 8-oz. and 16-oz. flasks. The 12-oz. Decosol is being discontinued.

## MINIBUS "PIRATES"

THE problem of the minibus "pirate" was referred to by Mr. R. J. Ellery, chairman of the Trent Motor Traction Co., Ltd., at the company's annual meeting on Wednesday. "They are appearing on the roads in our area in increasing numbers," he said, "and I make no bones about saying that many of them are still being operated illegally."

Mr. Ellery said he was glad the Traffic Commissioners were doing all they could to deal with the situation and in future it would not be possible for minibus operators to plead ignorance of the law.



## Three-Tipper Bid Turned Down

**A**N application by Bourton Transport, Ltd., of Bourton-on-the-Water, Gloucester, to add three tippers (14 tons 5 cwt.) to their present fleet, was turned down by Mr. S. W. Nelson, the Western Licensing Authority, at Bristol on Monday when British Railways and eight independent operators objected, claiming that any additional vehicles in the area would be surplus to requirements.

The application was made by Mr. David B. Russell, of Little Rissington, Glos. On his behalf it was said that, although this was a new application, he was not entirely a newcomer, being already a director of the Russell Transport Co. The applicant intended to form a new company with his brother.

Their present vehicles were already fully employed and additional vehicles were required for the transport of bulk grain, feeding stuffs, fertilizers and bulk cement within a radius of 120 miles. The applicant explained that his vehicles collected fertilizers from Ebbw Vale, Corby, Hull, and sometimes from Liverpool, and he produced a letter from a cement company saying they would use the new vehicles asked for when necessary.

Answering Mr. A. J. F. Wrottesley, for British Railways, witness said the real reason for the application was that business was increasing and his brother wished to come into the haulage business. That was why the new company was formed. He had persistently tried to hire vehicles from operators in the area, including some of the objectors, but had great difficulty in getting the necessary transport. British Road Services were very erratic and time-wasting, he said.



Helping to ease the Bank Holiday traffic jams while major road works are in progress, this Callender-Hamilton prefabricated steel girder flyover is one of many in use in Britain. The Ministry of Transport are considering the installation of one of these bridges to relieve congestion at Gants Hill, Essex, and they are also interested in a plan at Birmingham to install a prefabricated flyover on the outskirts of the city.

Mr. I. D. R. Jenkins, for the independent objectors: Does Bourton Transport, Ltd., really exist?—Yes.

What will happen to it if the licence is not granted?—We will see.

Mr. J. J. Bibby, of Bibby and Co., Ltd., Worcester, a subsidiary of Rank's the millers, said they had been using Russell's Transport for about a year and if the new application were granted they would take advantage of applicant's services because they needed more blower vehicles for the transport of bulk grain from farms.

When it was pointed out that the application did not refer to blower vehicles, witness said if he had realized this he would not have supported the application.

Another witness who supported the application was Mr. F. D. Baxter, of the Cotswold Lime Co., Ltd., who said they had great difficulty in hiring a sufficient number of vehicles to take bulk lime to the lime spreaders in the field. Witness added that Mr. Russell was a director of his company.

After evidence had been given of the tonnage of bulk feeding stuffs and fertilizers carried by the railways in the area the application was refused, Mr. Nelson declaring that there was no evidence of need.

### AIRPORT EXPRESS

**T**HE first express coach service authorized to operate into London Airport starts in June. The service will be operated by the Bristol Omnibus Co., Ltd., and will run from Bristol, Bath and Chippenham. The coaches will operate right into the airport and will pick up and set down in the Central Terminal Area.

**Winners** for 1960 of the "Blue Peter" Sales Cup, presented annually by Blue Peter Retreads, Ltd., were the Northampton depot of Birmingham Motor Tyres, Ltd.

"**Handling for Profit**" is the title for a one-day conference on Materials Handling organized by the Willesden and Hendon Local Productivity Association at Willesden Technical College, Denzil Road, London, N.W.2, on April 12.

**Lansing Bagnall in U.S.A.:** Preliminary plans have been completed for the manufacture and distribution of Lansing Bagnall materials-handling trucks in the U.S.A. The trucks are to be made by the Towmotor Corporation, Cleveland, Ohio, and under a reciprocal arrangement Towmotor products will be manufactured in Britain by Lansing Bagnall and marketed by them in Europe, Africa and Asia.

**Reorganization:** Birfield, Ltd., wish it to be known that the voluntary liquidation of Bodmin Tools, Ltd. (formerly Birfield Tools, Ltd.), is entirely a matter of internal reorganization. All creditors have been or will be paid in full. This reorganization in no way affects the activities of the present Birfield Tools, Ltd., which will continue to trade from its new factory at Old Bromford Lane, Stechford, Birmingham.

## Orders and Deliveries

**ALBIONS FOR AFRICA:** Orders placed with Leyland Albion (Africa), Ltd., by Durban Corporation call for six Albion Reiver and four Albion Clydesdale chassis.

**BARROW CHANGE:** Barrow-in-Furness Corporation have changed their order for 10 Leyland Titan PD2.37 double-deckers to 10 Titan PD2A.27 models.

**LOGGING MANDATORS:** A further 10 A.E.C. Mandator chassis have been ordered for use on logging projects in West Africa: W. Bartholomew and Co., Ltd., Ghana, have placed orders for six and Gliksten (West Africa), Ltd., have ordered four.

**DUTCH SINGLE-DECKERS:** The Municipality of Groningen has taken delivery of six Leyland Tiger Cub single-deckers with fully automatic transmission.

**SWEDISH MAMMOTH:** Special Transporter A.B., Karlstad, who already operate seven A.E.C. heavy-goods vehicles, have just ordered a Mammoth Major Mk. V six-wheeled tractor unit. The vehicle will have six-speed overdrive-top gearbox, power-assisted steering and a glass-fibre cab.

**MOWLEM KENYA ORDER:** The Mowlem Construction Co., Ltd., has placed a repeat order for five Albion Chieftain tippers for use in Kenya in conjunction with the American organization, Raymond International.

**DANISH MONARCHS:** British Motors, A/S, A.E.C. distributors, have placed a repeat order with A.E.C., Ltd., for four A.E.C. Monarch four-wheeled goods chassis. The vehicles will be fitted with retractable third axles and will be employed on international refrigerated services.

**ALBIONS FOR LIBERIA:** Two Albion Reivers ordered by Africa Petroleum Terminals, Ltd., of Monrovia are the first Leyland Group vehicles sold in the Republic of Liberia. The contract calls for double-drive rear axles and Leyland 125 b.h.p. 400-S oil engines. Tanks of 3,000-gal. capacity by Darham Industries (London), Ltd., will be fitted.

## Micrograms . . .

**New branch:** Mercantile Credit Co., Ltd., are opening a new branch office at Marygold House, Carfax, Oxford.

**Moved:** The Federation of British Rubber and Allied Manufacturers has moved its offices to 19-20 Berners Street, London, W.1.

**New home:** Industrial Transport Publications, Ltd., proprietors of *Transport Management*, *Transport Diary* and *Handbook*, etc., have moved to 10 Gray's Inn Square, W.C.1.

**Tipper Bodies:** E. Wigglesworth and Co. (Stanningley), Ltd., have asked for it to be pointed out that although their name was not included in the list of manufacturers of tipper bodies published in the February 24 issue, they do in fact make such bodies.

**Contracts Guide:** The International Chamber of Commerce has published a "Guide for the Drawing Up of Agency Contracts between Parties Residing in Different Countries," obtainable from the British National Committee, International Chamber of Commerce, 15 Kingsway, London, W.C.2. Price 4s. 6d. to non-members.

**Bigger Trailers:** In our issue of February 24, it was stated that J. Brockhouse and Co., Ltd., manufacture trailers in the 6-7-ton range. This should have read "6-10 tons."



### Tanker Maintenance Difficulties

CHANGES in tanker chassis design during recent years had made it impossible to continue maintenance by interchange of tanks, as in the past, and it was now essential to have a spare vehicle.

This was submitted to the Yorkshire Licensing Authority, Major F. S. Eastwood, at Bridlington last week, when Eastaugh Bros. Ltd., Hull, sought an additional A-licensed tanker.

The company operated 14 vehicles, all on bulk haulage, said Mr. R. E. Paterson. Overtime and the employment of additional fitters had increased the company's wage bill by £4,000 in 1960 for maintenance alone.

A second application sought the addition of an articulated tanker to take over the work for John M. Hamilton and Co., Ltd., Hull, formerly done under C licence.

An objection by the B.T.C. had been withdrawn, and both applications were granted.

### Another Maintenance Grant

THE lack of a spare vehicle during 1960, to replace vehicles off the road for repair or maintenance, resulted in an average loss of one vehicle throughout the year, the Yorkshire Licensing Authority, Major F. S. Eastwood, was told at Bridlington last week.

Link Road Transport (Hull), Ltd., were seeking an additional vehicle on A licence, and Mr. R. E. Paterson submitted that the company's 20 A-licensed vehicles were engaged 75 per cent. in the carriage of wet fish, and the speed and urgency of the service required rendered hiring unsatisfactory. During 1960 it was impossible to obtain temporary substitution licences because they had no spare vehicles but, since obtaining one early this year, the regulation has been made use of six times.

Objecting for British Railways, Mr. G. H. Timmins said although the one in 10 ratio for maintenance vehicles had virtually become an accepted principle, no evidence had been produced of inconvenience to customers.

The application was granted.

### Ford Help Scholars

ABOUT 50 outstanding scholars from all areas of the free world are to go to the United States this year under the Ford International Fellowship Programme. Announcing details of the scheme, Mr. Henry Ford II, president of the Ford Motor Company Fund, said: "We believe this programme will contribute to the progress of the free world by increasing international understanding, and by assisting in the development of professional and technical leadership."

The Ford Motor Company Fund, wholly supported by the Ford Motor Company, has made a grant of \$250,000 to the Institute of International Education for the awards.

## Contract-to-A Switch Granted

PERMISSION to transfer seven contract A vehicles to public A licence was granted at Manchester last week to Smithfield Transport, Ltd. Mr. J. Booth, for the applicants, pointed out that at present the units were on contract to Eugene Elliott, Ltd., of Manchester, whose directors and shareholders were the same as those of Smithfield Transport.

The vehicles in question were employed in carrying fruit, flowers and agricultural produce but their time was not fully occupied. Now a completely new business enterprise had been started in Scotland, the object being to peel, wash and pack potatoes in plastic bags, and then distribute them all over the British Isles. The project was being sponsored by Scottish Central Farmers, Ltd.

At first it was hoped that output would be 100 tons of potatoes per week, rising to 450 tons in due course. They intended to transport the loads from Scotland to Manchester by rail and British Road Services, and from there they would be distributed over England and Wales by Smithfield Transport for Eugene Elliott.

In addition to this work, the vehicles would continue to carry agricultural produce for Elliotts; in other words, the spare time which the units now had would be utilized.

Mr. F. Davies, transport manager of the two companies, said that they had been asked to undertake the distribution of pre-packed potatoes, and at first they were expecting to carry 150 tons a week. All transport from Scotland to Manchester would be carried out by B.R. and B.R.S.; his organizations would only distribute from there.

Mr. G. Elliott, managing director of Eugene Elliott, Ltd., said they were quite content for these units to be released from the contract as their time at present was not fully utilized.

### New Osborne Milk-float



The Osborne Dairymatic Minor is based on the new B.M.C. 10/12-cwt. van. The loading deck is 7-ft. 4½-in. long and 4-ft. 8-in. wide, and 18 standard crates can be accommodated in each layout.

A NEW milk-float is being produced by R. W. Osborne and Son, Ltd., Saffron Walden, Essex. It is based on the latest B.M.C. 10/12-cwt. van, and is designed to carry a 13-cwt. payload, with 18 standard crates in each layer. The unladen weight is 2½ cwt.

As received from the factory, the standard van is complete except for the rear doors. The side exterior panels are removed and a steel sub-frame is fitted into each side, bolted and riveted to the vehicle sub-frame. The centre of the body is supported above the standard floor by two 16-gauge channel sections, and the standard model has 1-in. thick tongued-and-grooved timber flooring, with half-round steel rubbing strips. Alternatively, there is a de luxe model which has a one-piece alloy floor. In each case the loading height is 2 ft. 9 in.

The space between the original and

added floors is utilized to house the spare wheel and tools, with a trap at the rear of the vehicle. As an alternative layout the spare wheel can be mounted farther forward and the space at the rear used to accommodate a drawer for the storage of eggs, butter and so forth.

The new vehicle is known as the Dairymatic Minor and is an addition to the existing Osborne range, which includes the Dairymatic, based on the Morris J.2 or Austin 152 16/18 cwt. van, and the Dairymatic Major, which is based on the Austin and Morris LD4 and LD5 vehicles.

The standard Dairymatic sells for £539 complete, and the de luxe version is priced at £562. The standard vehicle can be obtained complete with rear doors (which do not reduce the crate-carrying capacity), and in this case the price is £547.

## Independent Granted Factory Services

EMPLOYEES at the new Kunzle factory in Garretts Green, Birmingham, told the West Midland Traffic Commissioners, sitting in Birmingham on Monday, that unless they were provided with improved transport from their homes to the factory they would leave and find other employment.

They were giving evidence in support of an application by Mr. C. F. Cantello, trading as Radley Motors, Marston Green, Birmingham, to run services on seven routes from the west side of the city to the Garretts Green factory. Picking-up points included Selly Oak, Bearwood, Quinton, and Edgbaston.

After hearing their evidence, and the evidence of the objectors to the application, Birmingham City Transport, and Midland Red, the Commissioners granted the application.

When the hearing opened last month,

Kunzle's planning and personnel officer, Mr. Robert Beattie, said 80 per cent. of the firm's 230 key employees living in west side areas would leave the company if the services were not operated.

On Tuesday the witnesses told the Commissioners that at the moment they were being conveyed to the factory by special coaches at the firm's expense. They had tried to get to work on Birmingham Corporation buses, but found the journey took a very long time, in some cases over two hours. The buses were not running at convenient times.

For Birmingham City Transport, senior traffic assistant, Mr. Henry Arthur Davies, said the department would lose many passengers travelling to the Kunzle factory on their buses at the moment, and in his opinion the Corporation services to the Garretts Green factory were quite adequate.

## Farewell to Last Trolleys

TO the strains of Auld Lang Syne the last trolleybuses run by any English private company passed into history on Monday as they made their farewell procession from Mexborough to Rotherham. The Mexborough and Swinton Traction Co., Ltd., who had operated a tram and trolleybus service for the past 54 years, had completed the changeover to motor transport.

Taking part in the farewell procession were members of local authorities served by the company, four of the oldest passengers, and other guests. Afterwards

they were entertained at a commemoration luncheon. Mr. E. L. Taylor, chairman of the company, said that the ending of 54 years of trolleybus and tram service was a sentimental occasion, but they could not serve the public so well as modern double-decker buses. In consequence, £150,000 had been spent on replacing them with Leyland Atlantean and Tiger Cub diesel vehicles.

The new Leyland double-deckers will each be able to carry 78 seated passengers, whereas the trolleybuses could seat only 35.

## Export Record Broken Again

FOR the third month running, the exports of new commercial vehicles for January this year reached the highest figure ever recorded. A total of 17,923 vehicles, representing nearly £13½m., were sent overseas—comparing very favourably with the December record total of 15,046 units to the value of £12m.

The increase was almost entirely due to the number of goods vehicles exported. In January the total was 16,393 and in the previous month it was 13,269.

It may be that this record-breaking trend will not continue much longer, as the production of commercial vehicles slumped from 45,510 in December 1960 to 38,152 in the following month. However, the weekly average in January at 9,538 was well above the normal and almost as high as the record weekly average for 1960 of 9,677, in June.

PRODUCTION—JANUARY, 1961

Type	Jan.
<b>Goods vehicles, tractors and special types</b>	
Under 15 cwt. . . . .	17,949
15 cwt.-3 tons . . . . .	6,909
3-6 tons . . . . .	5,423
Over 6 tons . . . . .	6,298
<b>Total</b> . . . . .	<b>36,579</b>
<b>Passenger Vehicles</b>	
Motorbuses, single-deck . . . . .	1,432
double-deck . . . . .	141
Trolleybuses . . . . .	—
<b>Total</b> . . . . .	<b>1,573</b>
<b>Grand Total</b> . . . . .	<b>38,152</b>
<b>Weekly average</b> . . . . .	<b>9,538</b>

NEW COMMERCIAL VEHICLE EXPORTS

Type	January, 1961	
	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled . . . . .	16,393	11,127,826
Motorbuses and trolleybuses, complete and chassis . . . . .	760	1,040,772
Road haulage tractors . . . . .	85	133,876
Other descriptions, complete and chassis . . . . .	132	374,652
Dumpers and dump trucks . . . . .	—	422,714
Industrial trucks . . . . .	—	111,899
Trailers . . . . .	553	205,642
<b>Totals</b>	<b>17,923</b>	<b>13,417,381</b>

## "Mix-up" Costs £60

A SANDIACRE, Derbys, haulage company admitted at Ilkstone Magistrates' Court on Monday 30 summonses for failing to comply with the conditions of a carrier's licence. The company, G. Norman and Sons, Ltd., of Longmoor Lane, Sandiacre, was fined a total of £60. Mr. R. S. Whitby, prosecuting, told the court that a lorry which was licensed to carry only opencast coal had been used to transport deep-mined coal to destinations throughout the West Midlands. "This sort of thing leads to considerable chaos within the licensing system," said Mr. Whitby.

For Norman's, Mr. J. Langham said there had been no attempt to cover up the offences. "The firm admits that documents were found to be mixed up," he said.

## £250,000 INDIAN ORDER

AN order worth over £250,000 for 100 Leyland Comet ECP02.1R bus chassis has been placed with Ashok Leyland, Ltd., of Madras, by Delhi Transport Undertaking. Delhi already operate a fleet of over 480 Comets and 144 Leyland Royal Tiger buses.

## New Transport Companies

**H. J. Oldham (Haulage), Ltd.** Cap. £1,000. Dirs.: D. H. W. Oldham, 47 Granton Road, London, S.W.16. H. E. R. Oldham, 307 Tamworth Lane, Mitcham, Surrey, and A. B. J. Oldham, 171 Eardley Road, London, S.W.16. Sec.: D. H. W. Oldham. Reg. office: 171 Eardley Road, London, S.W.16.

**Western Trucks, Ltd.** Cap. £100. Dirs.: M. McKenna, Ltd., 21 Parliament Street, Liverpool, 8, and M. McKenna, 8 Eaton Gardens, Liverpool, 12. Sec.: Miss M. T. O'Connor.

**Jackson's Transport (Ossett), Ltd.** Cap. £15,000. Dir.: F. Jackson, 258 Wakefield Road, Dewsbury. Sec.: Mrs. R. F. Jackson. Reg. office: Mitchell's Yard, Wakefield Road, Ossett, Yorks.

**Goodmans Transport, Ltd.** Cap. £20,000. Subs.: E. Goodman and Jane Goodman, 25 Glebe Road, Peterborough. Sec.: J. Goodman.

**Ross Transport (Birmingham), Ltd.** Cap. £1,000. Dirs.: W. H. Johnson, 13 Brewery Street, Dudley, A. H. West, 2 Ash Green, Old Park Farm Estate, Dudley, T. E. West and T. V. Yates. Sec.: J. T. Clarke. Reg. office: 117 Hagley Road, Edgbaston, Birmingham, 16.

**F. J. Taylor Bails, Ltd.** Cap. £5,000. Dirs.: F. J. Taylor Bails and Mrs. E. M. Taylor Bails, Belmore, West Row, and B. J. Taylor Bails, Kingsway, Mildenhall. Sec.: T. J. Morley. Reg. office: Ferry Corner, West Row, Suffolk.

**Atkin Bros. (Langworth), Ltd.** Cap. £10,000. Dirs.: G. E. Atkin, Highfield House, Langworth, Lincoln, and J. H. Atkin, Stainton-by-Langworth, Lincoln. Sec.: G. E. Atkin. Reg. office: Langworth, Lincoln.

**E. J. Sisson, Ltd.** Cap. £2,500. Dirs.: E. J. Sisson, Linby Street, Bulwell, Nottingham, and E. M. Bowling, 89 North Road, West Bridgford. Sec.: E. J. Sisson. Reg. office: Linby Street, Bulwell.

**Hastings Coachways, Ltd.** Cap. £100. Dir. Mrs. C. E. Hirst, 47 Albany Road, St. Leonards on Sea. Sec.: F. A. Fine. Reg. office: 1 Marina, St. Leonards on Sea.

**Wisbech Roadways, Ltd.** Cap. £3,000. Dirs.: G. Knowles, New Road, Wimington, Cambs, and C. V. Veal, 23 Marsh Walk, Wisbech, Cambs. Sec.: C. V. Veal. Reg. office: 23 Marsh Walk, Wisbech.

**W. J. Rawlinson (Transport), Ltd.** Cap. £100. Subs.: V. G. Honeyball and J. C. Fenwick, 5-6 Clements Inn, London, W.C.2.

**J. O. Knight and Son, Ltd.** Cap. £1,000. Subs.: P. R. Knight and J. O. Knight, 102 Windsor Road, Thornley Park, Denton, Manchester. Sec.: E. N. Oliva. Reg. office: 102 Windsor Road, Thornley Park, Denton.

**G. W. Hatfield, Ltd.** Cap. £5,000. Dirs.: G. W. Hatfield and N. Hatfield, 53 Tegid Street, Liverpool, 6. Sec.: N. Hatfield. Reg. office: 63 Tithebarn Street, Liverpool, 2.

## Haulier Wins Appeal

A DERBYSHIRE haulier won his appeal with costs, at the Court of Appeal last week, against the judgment of Mr. Justice Stable at Nottingham Assizes on February 29, 1960, when his claim for £643 damage to his lorry resulting from an accident in October, 1957, was rejected.

Mr. Norman Stanley Maycock, of Newbridge Road, Ambergate, said that his lorry was driven over a manhole cover in the road, went out of control and demolished 44 feet of a wall on the off-side of the road. The defendants were Worksop Rural Council, and Stokes, Taylor and Shaw, Ltd., contractors, who were employed by the council on sewage system works.

Lord Justice Willmer stated that the defendants were in the position of having constructed something which had proved to be a nuisance on the highway. Mr. Maycock was clearly entitled to recover damages against the council and their employees, the contractors who had constructed the manhole. Lord Justice Donovan and Mr. Justice Plowman agreed.

A declaration entitling Mr. Maycock to be indemnified for any claim for damage to the wall was granted. The council were granted an indemnity to recover damages and costs against the contractors.

## Smoke Screen

ALTHOUGH thick, black smoke from a British Road Services diesel lorry was considered by two Sheffield policemen to make it dangerous for other vehicles to overtake, they nevertheless allowed it to travel another 100 miles to Wolverhampton, it was said at Sheffield last week.

When the police reported that the lorry was "likely to cause danger to the public," it was four hours later and the vehicle had almost reached its destination.

A policeman told the court: "It was impossible to see oncoming traffic because of thick, oily smoke."

Alderman A. E. Hobson, chairman, said: "Those of us who take an interest in the health and safety of Sheffield can appreciate the danger to the public from the emission of thick smoke. But it is not an offence for a vehicle simply to emit smoke."

The magistrates dismissed the case.

## Motorcycle Engineering

A NEW textbook for motorcyclists, "Motorcycle Engineering," by P. E. Irving, M.I.Mech.E., M.S.A.E., is to be published by Temple Press Limited, on April 12, price 25s. net. Every component part of a motorcycle comes under review: front suspension, steering geometry, rear springing, power unit, head design and valve layout, gearbox and transmissions, and there are other chapters on ignition, carburation, balance and torque reactions, and on modern manufacturing methods and materials.



Two of these 53-ton barges were recently transported some five miles to a gravel pit by Hill and Sons (Botley and Denmead), Ltd., Botley, Southampton, using a special 56-wheeled barge carrier built by Simmons Engineering, of West End, Southampton. As can be seen, the 84-ft. long, 20-ft. 8-in. wide barge dwarfs the transporter, which was made up from a shortened 40-ton Rogers 24-wheeled trailer as the front bogie, and rear axle assemblies from two similar units fitted together as the rear bogie. A Scammell Pioneer with a 6LX Gardner engine was used as the tractor.

## New High-strength Nickel-alloy Steel

SCIENTISTS of the International Nickel Co., Inc., Bayonne, N.J., U.S.A. have developed a new 18-per-cent. nickel-alloy steel which is claimed to have "unmatched toughness" at the highest strength levels of traditional alloy steels. It is stated to be the only known material which can achieve a yield strength in excess of 250,000 p.s.i., while maintaining a nil ductility temperature below  $-80^{\circ}\text{F}$ .

Another outstanding characteristic is the notched tensile strength which exceeds 400,000 p.s.i. (with a notch radius 0.0005 in.). Tests have shown that this new alloy possesses a remarkable resistance to delayed cracking when exposed to a severely corrosive atmosphere in a highly stressed condition. The new steel develops its high strength while maintaining unmatched ductility and toughness because of a fairly simple heat-treatment process involving age-hardening of

martensite. This treatment has been given the abbreviated description of "mar-aging."

This treatment is noteworthy because of its simplicity, and consists merely of holding for about three hours at  $900^{\circ}\text{F}$ . and air cooling, subsequent to normal mill procedure. Quenching is not required.

The new steel has a nominal composition of 18 per cent. nickel, 7 per cent. cobalt, 5 per cent. molybdenum, and less than 0.5 per cent. titanium with a maximum of 0.05 per cent. carbon. The steel can easily be welded by either manual or automatic methods. A patent application covering the alloy has been filed with the U.S. Patent Office. The British company associated with the American concern responsible for this development is the International Nickel Co. (Mond), Ltd., Thames House, Millbank, London, S.W.1.

## Thailand Comes to Britain

UNABLE to find what he wanted in Europe, a Thailand distributor of commercial vehicles, Mr. T. Suthian, managing director of Thai Pradith Co., Ltd., of Bangkok, came to Britain and placed an initial order for four XD8 third-axle conversion kits with The York Trailer Co., Ltd., Corby, Northants.

Mr. Suthian's concern distributes Magirus-Deutz vehicles in Thailand. He spent a good deal of time at the York factory where he was welcomed by the managing director, Mr. F. W. Davies, and the manager of York's Third-axle Division, Mr. W. P. Bloomfield.

Mr. Suthian said that the initial order would probably be developed into a regular order for at least four such conversion kits per month. "Six-wheelers

are now essential in my country for the bigger payloads, owing to legal restrictions," he explained.

Arrangements are being made for Thai Pradith to become York's official agents in Thailand, handling the full range of York semi-trailers.

## WHAT OFFERS?

AN all-day sale of commercial vehicles—first of its kind to be held in the Midlands—is to be organized by Southern Counties Car Auctions, Ltd. It will take place at the Auto Auctions pavilion at Birmingham race-course grounds on May 9.

Several hundred commercial vehicles are expected to come under the hammer. The entry fee will be £2 per vehicle.



## Unauthorized Operation Revealed at Inquiry

A WARNING was issued by the North Western Licensing Authority, Mr. F. Williamson, to Mr. H. P. Merrick, Holmwood, Ash Grove, Chinley, at a public inquiry at Manchester last Friday. Mr. Merrick wanted one vehicle on contract A licence to J. J. Hadfield, Ltd., of Chinley, but it was revealed that he had been involved in unauthorized operation.

Mr. Williamson read out a letter he had received from Mr. F. C. Bradshaw, a Buxton haulier who had had a contract A licence with Hadfield's. Mr. Bradshaw had been taken ill and his contract had been terminated. A letter from British Railways stated that for many years they had delivered 140 tons of coal a week to Chinley Station for J. J. Hadfield, and the cartage to their mill had then been undertaken by Mr. Bradshaw.

Mr. Merrick admitted that he had been carrying coal for Hadfield's when Mr. Bradshaw had become ill and unable to do his work. Mr. H. W. Hadfield, managing director of J. J. Hadfield, Ltd., pointed out that a few months ago Mr. Bradshaw, their regular haulier, had had a heart attack. His was a one-man business so transport had ceased immediately.

Mr. Hadfield said that he approached several hauliers but they had all been reluctant to accept the work as it involved 140 tons of coal being shovelled by hand into vehicles at Chinley and then

being transported to the mill. He had asked Mr. Merrick who had agreed to carry the coal but refused to shovel it by hand at Chinley Station, and had started to carry it direct from the pit head. If the mill had been without fuel it would have meant that they would either have to close down or revert to burning oil.

In submission, Mr. F. Coffey, objecting for British Railways, said that it had to be decided whether or not Mr. Merrick was a fit person to hold a contract licence. He had not only carried substantial quantities of coal from Chinley sidings but also by-passed the rail route and taken it from the pit head.

Mr. Williamson said he realized that Mr. Merrick was guilty of a serious offence, but Hadfield's had found themselves in a dilemma when they had no transport for their coal. The proper course would have been for a short-term licence to have been applied for. He asked that Mr. J. Booth, for the applicant, should warn his client about his conduct.

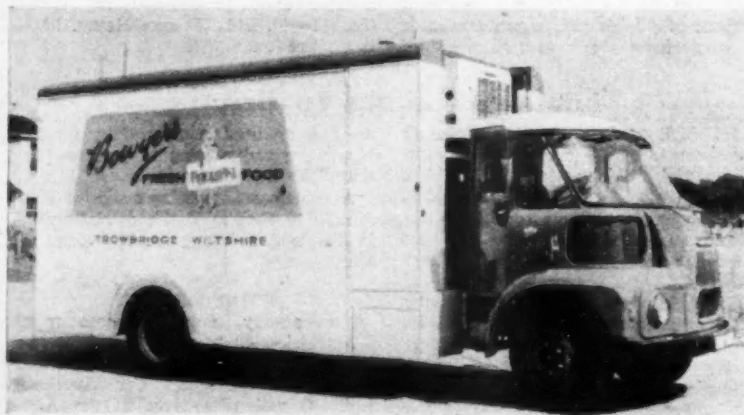
## "No Need to be too Pessimistic"

"WE can never be sure of the result of any legal action, nor even perhaps the method of reaching the result, but if the time taken to issue written judgment in this case can be taken as an indication of the Appeal Tribunal's confidence in its own decision, we are certainly right to challenge the decision."

This was claimed by Mr. J. B. Mitchell, national chairman, Road Haulage Association, at the annual dinner and dance of the Western area held at Bristol

last week, when referring to the Merchandise Transport and Arnold cases. But he added that there was no need to be too pessimistic about the outcome.

Mr. T. D. Corpe, solicitor, added a word of caution. He said that one had to be careful about suggesting that the licensing system should be altered. Some might go so far as to suggest scrapping the whole of it. In that event there would be an inevitable return to an era of cut-throat competition.



Bowers (Wiltshire Bacon), Ltd., operate this insulated van, which is equipped with a Thermo King M20B mechanical refrigeration unit. The chassis is a Morris FG 3-ton oil-engined model, and Mann Egerton built the body. The temperature can be kept at 0°F. and below.

## Five A Vehicles Refused

SPECIAL codes used by food manufacturers on their packs required experienced regular drivers, familiar with these markings: hired drivers were less efficient, it was claimed at Glasgow last week when J. and R. Wright, of Glasgow, who operate a composite of 77 vehicles, mainly on foods, fruits and provisions work, were refused a variation of their A licence to add five vehicles of 15 tons.

For Wright's it was claimed that work had extended through relocation of customers' premises in Airdrie, Paisley and elsewhere, increasing distances and adding travelling time. In many cases, Wright's were the sole contractors involved and had been asked to improve their facilities.

For John F. Dunn, Ltd., objecting, it was pointed out that they had lost business to Wright's and that they had surplus capacity.

Refusing the application, Mr. W. F. Quin said there was no real evidence of increased customer business except for Heinz, no evidence of customer inconvenience, and that hiring figures had not been broken down.

## Municipal Contracts

Exeter Council Transport Committee require tenders for the supply in 1962 of a further five double-deck buses.

Fleetwood Corporation are recommended to accept the tender of Dennis Bros., amounting to £1,886 for the supply of a Dennis side-loading refuse collector.

Middlesbrough Corporation are recommended to accept the tender of Merryweather and Sons, Ltd., for the supply of a 100-lb. turntable ladder vehicle, for the sum of £12,120.

Asy Corporation Water Committee have authorized the order of a Deere-Lanz tractor, fitted with a bucket and optional dozer blade, at an estimated cost of £2,950.

Brighton Corporation Entertainment and Publicity Committee have recommended the purchase of one short-wheelbase Land-Rover with a diesel engine and a truck-type cab, at a cost of £750.

Newcastle upon Tyne City Council have placed a contract with Glover, Webb and Liverside, Ltd., for the supply of two Leyland Octopus vehicles, fitted with 40-cu.-yd. moving-floor bodies.

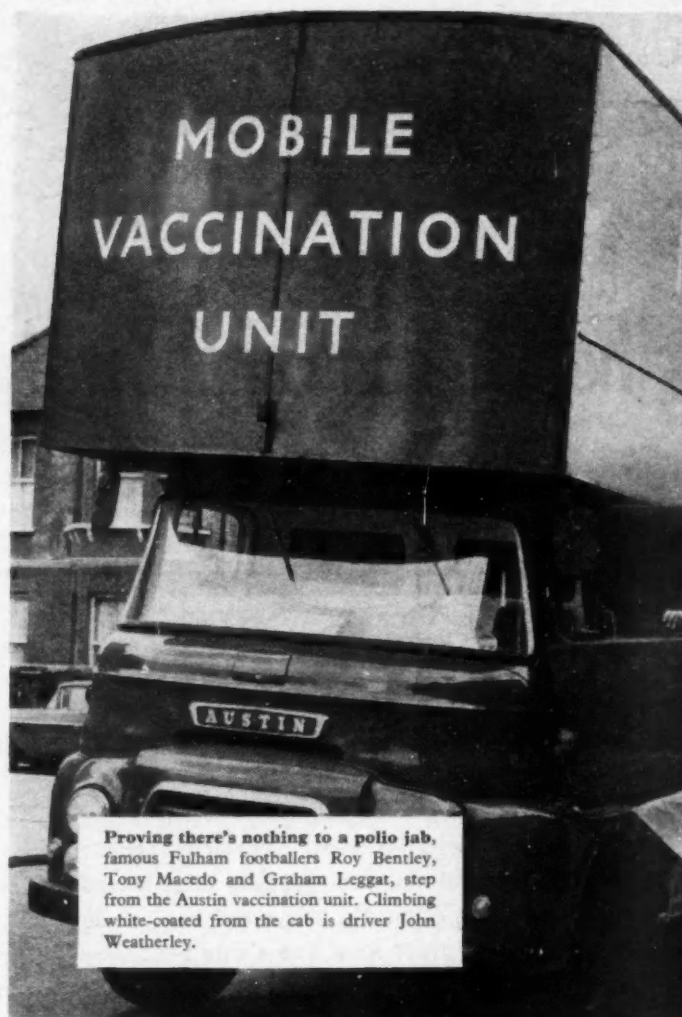
Chester Council Health Committee have accepted the quotation of Grosvenor Motor Co., Ltd., for the supply of three Morris 5-cwt. Mini-Minor vans for the sum of £1,183, less £100 for an existing vehicle.

Swansea Corporation Health Committee have authorized the application for loan sanction for £8,850 to meet the cost of replacement of four ambulances and one sitting case car, for which provision has been made in the annual estimates for 1961-62. The Education Committee have approved the purchase of a 1-ton van in replacement of an old vehicle.

Croydon Corporation Transport Committee recommend approval to the purchase of:—(1) A Massey-Ferguson "35" tractor at a cost of £621; (2) two Commer 15-cwt. pick-up trucks at a cost of £1,321; (3) two 26-seat coaches with Karrier Gamecock chassis and specially built bodies at a cost of £2,407 each; (4) a Bedford type C.A. chassis with a Lomas high-top Ambulance conversion body to replace an old unit at a cost of £875.

The Metropolitan Water Board have accepted the tenders of Ray Powell, Ltd., for the supply of the following vehicles: (1) six Commer 6-ton tipping lorries at £9,142; (2) four Commer 5-ton trucks at £4,985; (3) two Karrier Gamecock lorries at £2,816; (4) two Commer 6-ton trucks at £2,545; (5) one Karrier Gamecock van at £1,603; (6) two Commer 15-cwt. vans at £1,251; and (7) one Karrier Bantam double-cab lorry at £1,206. They have also accepted the tender of Prynn and Stevens, Ltd., for the supply of 15 Austin 10-12-cwt. vans, at a cost of £8,064; the tender of Rootes, Ltd., for the supply of four Karrier Bantam 2-ton tipping lorries, for the sum of £4,638; and the tender of C. G. Norman (Commercial), Ltd., for the supply of an Austin 4-ton van for the sum of £1,340.





Proving there's nothing to a polio jab, famous Fulham footballers Roy Bentley, Tony Macedo and Graham Leggat, step from the Austin vaccination unit. Climbing white-coated from the cab is driver John Weatherley.



**Self-contained unit.** Inside the Austin are separate reception, surgery and sterilisation rooms. A 30 gl. tank supplies water to 2 sinks. 6 Calor gas cylinders run the refrigerator (storing a week's vaccine supply), heat the water, give emergency lighting when electricity is unavailable. A loudspeaker system is also installed.

## Austin goes fighting fit into polio battle

WITHIN THE NEXT FEW YEARS thousands of people will have been inside this Austin 7 tonner. For the dark blue giant has dates to keep all over Britain; in busy town centres and tiny villages, at railway stations, factories, dance halls and sports grounds. It's a 13 feet high by 23½ feet long mobile vaccination unit, only one of its kind in the world.

Here you see it outside Fulham Football Club ground, and stepping from it are 3 men familiar to practically every Soccer fan and all who cheer for Fulham.

**Adults and apathy** The Austin's job? To encourage anti-polio injections among the up-to-40's. When lack of response to this campaign had doctors worried, Pfizer, manufacturing chemists of Sandwich, commissioned the mobile unit, fitted it, staffed it with nurse and drivers, and offered it free to all local medical officers. It is booked solid until mid 1962 and in the first 5 months 15,000 people were treated in it.

The unit was commissioned in early summer when polio risk is greatest. It was needed urgently. The Folkestone Motor Co. Ltd. built the body and handed the vehicle over completely fitted within 28 days.

**Thumbs up, from the driver** Since late June the vehicle has covered thousands of miles, and never been off the road. One week perhaps in Bradford, the next de-touring to avoid low bridges in remote Welsh valleys.

Driving it from the start has been John Weatherley, 20 years on London buses. He says, "Both my co-driver and myself say what a beautiful thing this 7 tonner is to drive. For comfort it's equivalent to sitting in a car. It rides very well and we've had no trouble whatsoever with it. From a driver's point of view it's a really wonderful job".

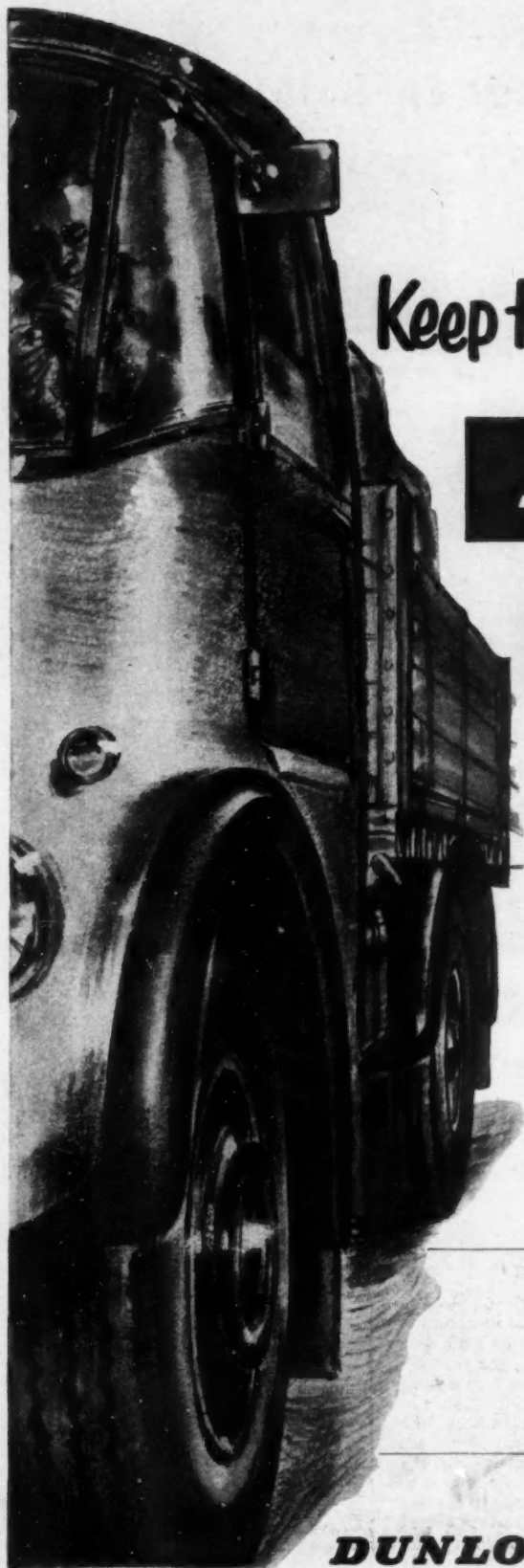
The huge Austin commercial range includes vehicles from ½ ton vans to 7 ton trucks.

All warranted for 12 months and backed by B.M.C. Service.

INVEST IN AN  
**AUSTIN**

THE AUSTIN MOTOR COMPANY  
LIMITED  
LONGBRIDGE • BIRMINGHAM





Keep them in good shape with

**DUNLOP**

## RUBBER WINGS

Longer hours, greater daily mileage and heavy traffic conditions lay every commercial vehicle open to general wing damage. Even minor bumps or knocks can cause big delays and involve you in claims and paper work. There's no better way to preserve efficiency and step up profits than to fit all your vehicles with Dunlop Rubber Wings.

### **FLEXIBLE**

—they maintain their shape even after the hardest knocks.

### **WILL NOT CORRODE**

—being rubber they are unaffected by weather conditions.

### **ECONOMICAL**

—they reduce maintenance and repair costs.

---

### **DUNLOP MUD FLAPS**

protect your own vehicles and prevent stones and mud from being thrown up at those following. Be courteous to others and bring safety to all by fitting Dunlop Mud Flaps.

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**DUNLOP** PROTECTS YOUR PROFITS!



## The Road Traffic Bill

# Govt. To Take Tougher Line With Dangerous Drivers

From Our Political Correspondent

THE Government's determination to take a much tougher line with all who are persistently guilty of dangerous or careless driving, and those who drive after taking alcohol, is made crystal clear in the Road Traffic Bill (formerly referred to as the Road Safety Bill) which was published last week, and which comes up for second reading in the House of Lords on April 11.

Instead of having to prove that a driver is "incapable of having proper control" of a vehicle through having taken drink or drugs, the Bill would give the prosecution the task of proving that the driver's "ability to drive properly is for the time being impaired."

Clause 2 introduces for the first time the use of evidence provided by a blood or urine test or by a breathalyser. This would be brought in as secondary evidence, and the accused would be able to refuse to undergo a test when asked by the police. There is no question of making spot checks on drivers, as in Sweden.

The first Schedule of the Bill contains a list of 51 offences, divided into three sections, for which the penalties are being either increased or changed and which will be endorsed on licences. The liability of the accused to a short term of imprisonment for minor road offences is to be removed, though the penalties for first offence are increased, or the maxima are brought up to the maxima for second or subsequent offences.

Part I of the schedule should be studied closely by all drivers and operators. It contains a list of seven offences for which the court will be required, in the absence of special mitigating circumstances, to order automatically the disqualification of the driver from holding a licence for at least 12 months. When the offence of driving while under the influence of drink or drugs is committed within 10 years of a previous similar offence, the automatic disqualification will be for at least three years.

### 16 Other Offences

The seven offences are manslaughter by a driver, causing death by dangerous driving, dangerous driving committed within three years of a similar conviction, driving under the influence of drink or drugs, racing, driving while disqualified, and the use of a vehicle uninsured or unsecured against third party risks.

Part II of the schedule lists 16 other offences for which the courts will have discretionary power to disqualify, and which, with the offences in Part I, will count for the automatic six months' disqualification if three of the offences are committed within a period of three years. These include leaving a vehicle in a dangerous position, breaking a speed limit, and an offence under section 64 (2) of the 1960 Act (construction and use provisions), "committed by using a vehicle on the road, or causing or permitting a vehicle to be used, either—(a) so as to cause, or to be likely to cause,

danger by the condition of the vehicle or its parts or accessories, the number of passengers carried by it, or the weight, distribution, or adjustment of its load; or (b) in breach of a requirement as to brakes, steering gear, or tyres." The maximum penalty for a first offence under these provisions is to be brought up to £50 (the existing penalty for a second or subsequent offence) from £20. The provisions apply to vehicles and trailers.

### Severe Consequences

Much argument is expected over the decision to include speeding in this list of offences, because three convictions in three years could have severe consequences for a man who depends for his living on being able to drive. The Minister has anticipated this by ordering a complete reassessment of all speed limits throughout the country to make them "more realistic"; after this has been done, the limits will be strictly enforced. He will also be given new powers to experiment with new speed limits (both upper and lower) and greater use will be made of the 50 m.p.h. upper limit on main roads at times of high traffic density.

The maximum fine for careless driving is to be increased from £40 to £100, and that for speeding, leaving a vehicle in a dangerous position, or failing to obey a school-crossing patrol, from £20 to £50.

Subject to conditions that will be specified in regulations, the Minister will have power to raise the age limit for driving articulated vehicles from 17 to

### Trailers in Tandem

Clause 14 of the Road Traffic Bill would give power to the Minister to make regulations permitting certain classes of vehicle to be used with two trailers instead of one. The purpose here is believed to be to bring the British hauliers on a par with Continental hauliers on some types of freight traffic, though the class of roads to be used may be specified in the regulations. It will make the transfer of containers at the ports easier, and will enable British manufacturers to compete with foreign makers.

This provision is likely to be hotly contested by the Labour M.P.s, who regard it as an attempt to take more freight traffic from the railways on to the roads.

21, and to lower the age limit for driving farm tractors from 17 to 16.

A gap in the present law is to be plugged by Clause 12 requiring all vehicles to carry headlamps. The Minister will make regulations giving the conditions which will have to be complied with. Section 12 of the 1957 Road Transport Lighting Act, which prohibits the sale of unsuitable appliances adapted for use as reflectors, is to be applied also to tail lamps. Regulations will define the position of tail lamps and headlamps.

The Bill has been started on its journey in the House of Lords because there is a pile-up of Bills in the Commons; it seems highly unlikely that it will get passed by the end of the present session (August) and this would mean bringing it in again next session. If this happens it would not become law until about the beginning of 1962, though the various parts of the Act will be brought into operation on "appointed days" thereafter.

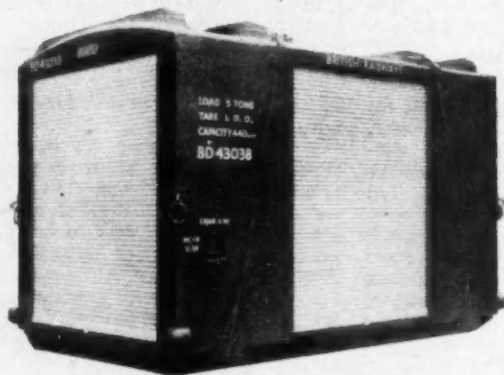


*Congratulations to Mrs. Hirst of Hastings Coachways, from Mr. E. H. Ive, of Southern Light Coach Centre, Johns Cross, Sussex, when he handed over a new Burlingham-bodied 41-seat Thames luxury coach for Hastings Coachways.*

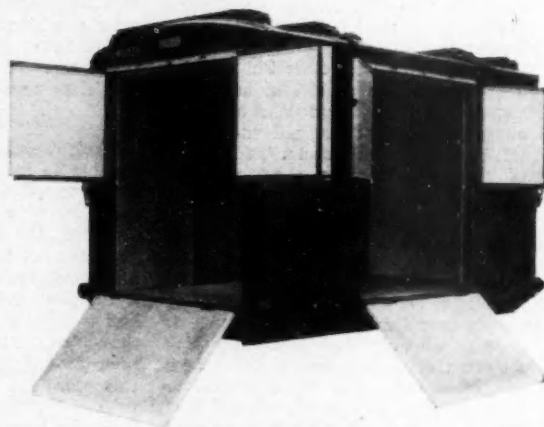




The largest one-piece body yet built by Mickleover Transport, Ltd., is this 1,030-cu.-ft. refrigerated body mounted on a Thames Trader chassis with a County third-axle conversion.



(Above) A British Railways 440-cu.-ft. container showing the reinforced plastics shutters fully closed. Two of the three loading apertures of the container are shown. (Above, right) Doors and drop sections close against hermetic seals. The drop sections are sufficiently strong to be used as loading ramps by fork-lift trucks.



The patented hinges on this container allow the doors to lie flat against the outside when loading.

# BUILT

## New Techniques

by  
A. J. P. Wilding



# ONE-PIECE IN PLASTICS

*in the Moulding of Bodies Are Well Advanced by London Concern*

**R**APID progress has been made in recent years in the use of reinforced plastics in commercial vehicle bodybuilding. In the initial stages the materials were used chiefly in cab construction—roofs incorporating translucent panels (to give light transference and interior illumination) and panels used in place of steel, light alloy or wood. Now plastics are being used for complete bodies and containers.

It is in this sphere of manufacture that Mickleover Transport, Ltd., Whitby Avenue, Park Royal, London, N.W.10, the body building organization within United Dairies, Ltd., have specialized and are well advanced in the techniques of the use of reinforced plastics.

In the mid-nineteen fifties, this company first produced front cowls, as one-piece moulded constructions for battery-operated electric delivery vehicles used by United Dairies. The results obtained with what was then a brand new material, at least so far as bodybuilding was concerned, so convinced Mickleover of its advantages that work started on the design of a milk vehicle which would have a body built entirely of reinforced plastics, colour impregnated, using wooden framing. A float incorporating these ideas was put into service in 1957, and a large number have been built for the milk industry for use on retail milk distribution.

The body, which is mounted on a Wales and Edwards chassis, is of conventional construction, being made up of

reinforced plastics sections, bolted together so that in the event of substantial damage to any section, the part can be replaced and returned to a central body shop for repair in the mould, minor repairs being carried out at the operating base.

Mickleover's progress with plastics could have ended there, but early in their experience of the use of the new material, the management realized that reinforced plastics would come fully into their own in the building of box van bodies, if a method of construction different to the conventional wood or metal framework and panels could be developed. They reasoned that while it might be a substitute for wood and metal, it could be more than that if its properties of resistance to corrosion and rotting, ease of moulding and subsequent repair, and ability to take colour impregnation, were fully exploited. It became evident, working on these lines, that the aim should be a body moulded in one piece—sides, roof, front end, and floor—without framework.

To obtain the strength and rigidity required in such a body, a "sandwich" type of construction was developed. In this, the resin is first applied in the mould, usually colour impregnated to the customer's choice, and the reinforcing agent added. This is followed by the incorporation of a foamed plastics core and finally the inner layer of resin and reinforced plastics is bonded to the centre core. A rotatable mould is used in the production of one-piece bodies, because it is obviously impossible to apply resin, reinforcement and core overhead.

Additional advantage of this method of construction is that the foamed plastics core can be altered to provide insulation to suit particular applications, and that variations in design, such as the incorporation of a translucent section in the roof, the bonding of wooden load-securing runners to the plastics inner face, and varying positions for side openings, can be made with the same mould.

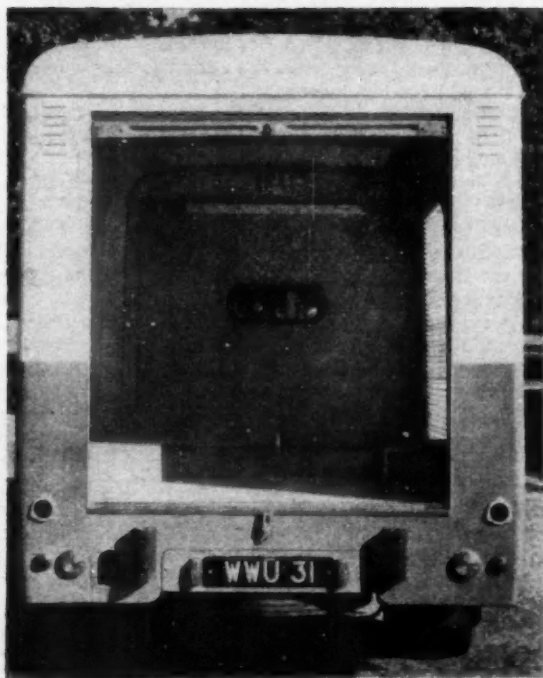
## Adaptable Van Body

One design, currently built on these principles, with minor modifications to suit differing requirements, is a 460 cu. ft. van body mounted on a Karrier Bantam 2/3 ton chassis and cab. This body is also suitable for mounting on the Bedford and Austin chassis, and a feature is truss panels formed from aluminium sheet bonded into the plastics shell for bolting to a timber and steel underframe. There are three full-depth loading apertures to the body—4-ft. 9-in. wide at the rear and 3-ft. 6-in. wide at the front end of both sides.

The closing of the apertures is by a shutter of reinforced plastics. This is a Mickleover patent and is similar to a conventional shutter except that it is a single continuous sheet of specially corrugated plastics, which follows the contour of the body, ensuring that dirt and water are completely excluded from the interior. Another advantage over the conventional slatted shutter is that the plastics can be made translucent to allow light into the body when only one shutter is opened.

This particular design of body is intended for the carriage of dry goods, eggs and butter, and the insulated properties of the plastics construction have proved valuable in the protection of these and other goods which are liable to be affected by heat.

*Interior illumination is provided by Mickleover reinforced plastics shutters when made translucent. This can be seen from this view of the interior of the reinforced plastics body on a Karrier 2/3-ton chassis.*



Mickleover have not confined themselves to the building of retail milk delivery and box van bodies in plastics. For some time they have been making the cabs, engine covers and front wings for the Scammell tractive-units used with 3,300-gal. tankers. Amongst other orders they have also built a body for a chemical sludge tipper—an ideal use for plastics which are inert to chemical and acid action—and leading ends for diesel rail cars for British railways.

Quite apart from vehicle one-piece constructions, Mickleover Transport have designed and developed to the requirements of British Railways a one-piece moulded 5-ton-capacity container. This measures 11 ft. 9 in. long by 7 ft. 4 in. wide by 8 ft. high to give an interior capacity of 440 cu. ft. The "sandwich" construction described previously is used, the sides being 4 in. thick and the roof 3 in. thick.

The container is designed to rest on a base of steel fabrication so designed that all lifting stresses are absorbed by the base, whether they be from the use of fork lifting—the forks going through apertures in the base—or from the use of cranes which use eyes at roof level connected to lifting bars running on the outside of the container and welded to the base. At the top of the container four pads are moulded laterally into the roof, stepped at the outer ends to align with longitudinal beams in the sub-frame, so allowing one container to be superimposed on another for storage purposes.

#### Double Protection

The container has three loading apertures, one at the rear, 6-ft. 3-in. high by 6-ft. wide and one at both sides, each 6-ft. 2½-in. high by 6-ft. wide. All three apertures are closed by two doors at the top and a drop section below, which is chamfered along its upper edge so that when let down it can be used as a loading ramp by fork-lift trucks. The doors and drop sections close against hermetic seals. Additional protection against the entry of dirt and water is provided by corrugated reinforced plastics shutters which retract into a false roof moulded inside the container.

A similar container is built for Anglo Continental Container Services of B.R.S. In this no side apertures are incorporated, and the rear aperture is closed by two full-height doors which have hermetic seals and patented hinges. These allow the doors to lie flat against the outside when loading. No shutter is fitted and, as no false roof is needed, the capacity is increased to 485 cu. ft.

Besides the containers Mickleover are currently building for B.R.S. 700-cu.-ft. capacity parcel vans with one-piece moulded bodies on Austin 5-ton normal-control chassis. In this body, a translucent panel has been built into the roof. This practice is becoming increasingly popular with operators of delivery and collection vehicles, but when used with one-piece moulding there is the added advantage that there are no problems with the sealing of the joint around the panel against the entry of water.

The body floor is stiffened by ½-in. plywood, and timber runners are bonded into the underside for chassis mounting. Wheel arches and boxes are integral with the structure, and on each side externally there is a moulded poster recess and a timber rubbing strip. The rear opening to the body is closed by a corrugated reinforced plastics shutter which retracts along the roof, and a 1-ft. 9-in. drop tail-board having inner and outer skins of plastics with a central reinforcing core.

The latest in the line of one-piece moulded bodies by Mickleover is the largest yet built by them—a 1,030 cu. ft. fully insulated and refrigerated box van body on a Thames Trader chassis with a County third axle conversion to give



*Reinforced plastics bodies similar to the one shown here are built by Mickleover for a number of companies engaged on retail milk delivery.*

a 15-ft. 2-in. wheelbase and payload capacity of 10 tons.

This type of body is a good subject for one-piece "sandwich" construction because of the thickness of insulation which can be built into it without any of the problems that are met with in the construction of metal skinned refrigerated bodies. In this case a 3-in.-thick layer of foamed plastics is incorporated in the roof, sides, front bulkhead and floor. Wooden body mounting runners are bonded to the underside and these are attached to the chassis frame by mild steel coupling plates.

Without refrigeration equipment the body weighs 1 ton 6 cwt., a remarkably low figure when it is considered that interior body dimensions are 18-ft. 11-in. long by 7-ft. 5½-in. wide and 7-ft. 5-in. high.

The units for the forced draught refrigeration equipment are mounted in the Luton head, which consists of a floor cantilevered from the bulkhead and a moulded cover hinged at the roof line. The cooler is located inside the body behind a false bulkhead, and reinforced plastics ducts running the length of the interior in the top corner of each side convey cold air through the rear, two fans providing the draught for the purpose.

In common with all the other one-piece bodies described, the floor of the body is specially treated to resist abrasion and give durability.

#### Tanker Specialists

For many years, Mickleover Transport have been specialists in the production and insulation of road tankers for the transport of different liquids, both of the rigidly mounted and the frameless, articulated types.

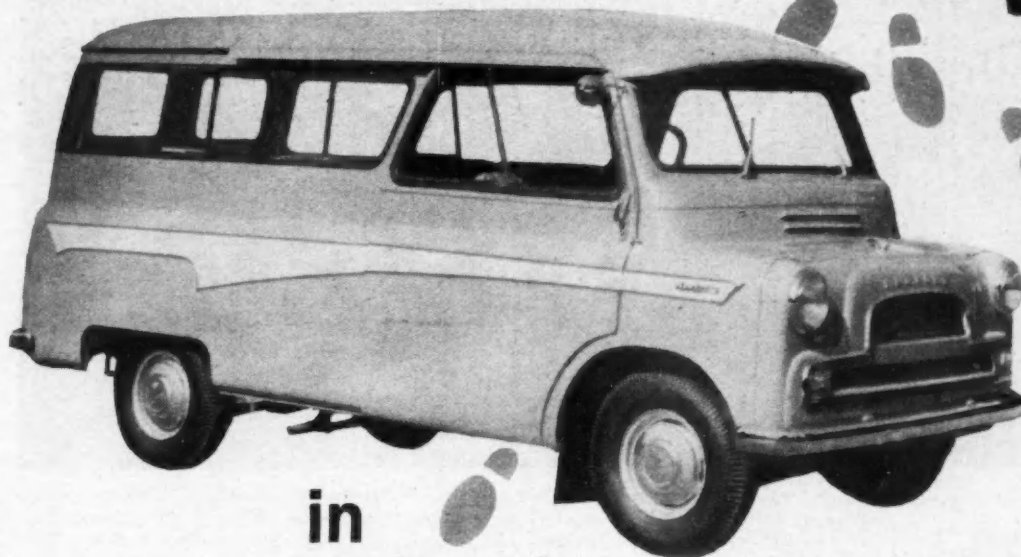
An example of the latter which has recently been designed and built by them for the transport of milk is coupled to a Scammell tractive-unit, the cab of which was built by Mickleover in reinforced plastics.

The cylindrical 3,300-gal. capacity, single compartment tank is a welded stainless steel fabrication with a manhole on the top of the front end and a 3-in. outlet at the rear. Expanded polystyrene, 1½-in.-thick, is used to insulate the tank and is enclosed by colour impregnated reinforced plastics sheets and moulded end domes. Interesting features of the semi-trailer are disc brakes and automatic coupling gear as introduced and patented by Mickleover some years ago and adopted as standard by them for 24-ton outfits.

Mickleover exhibited at the Commercial Motor Show in 1960 for the first time, and most of the products referred to here were shown on their stand.

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Letters to the Editor

# A Right To Be Protected

*The following is an open letter from the writer to his Member of Parliament:*

**I** NOTE with interest how the number of applicants for new public carriers' A licences has increased within the last few weeks. This is wishful thinking on a large scale, inspired no doubt by recent events.

While advising these optimists not to regard the decision of the Appeals Tribunal as a precedent on which anyone can build, I respectfully direct the following observations to you and others interested in road transport on both sides of the House.

It is admitted that the Road and Rail Traffic Act (1933), so far as the licensing of commercial motor vehicles is concerned, is due for an overhaul. Not unlike a machine whose components rattle from a combination of wear and tear and the incidence of obsolescence, it needs attention.

Some claim that the licensing of commercial motor vehicles has had its day but, with memories of the dark ages prior to its inception, I very earnestly ask you not to subscribe to this view without a very close and inquiring examination. I urge this on behalf of the thousands of hauliers who have gained their licences the hard way, and who have a right to be protected against the risk of wasteful competition.

Certainly there is some revision overdue, if we are to

keep step with development, and not a bad point to start from might be a more acute and conservative interpretation of the intention inferred in Section 2(3) of the Act; i.e., to help those needing their own vehicles for purposes other than haulage to employ the spare time of such vehicles in the service of others.

Ware, Herts.

E. H. B. PALMER.

## Common Practice

**T**HE article by Mr. A. J. P. Wilding, "Will it Connect?" (March 10 issue), is very good and appropriate. It is timely, however, to point out that it has been common practice with York Trailer Company to provide a combination of braking systems on trailers for quite a few years in the cause of interchangeability.

A combination of two systems is quite commonplace, and, indeed, there is no reason why all systems described in the article cannot be embodied in a single trailer. That is, of course, if a somewhat complicated layout and fairly substantial cost can be tolerated as a means of complete interchangeability of trailers, and a wide variety of tractors, both British and foreign.

Corby, Northants.

F. W. DAVIES,  
Managing Director,  
York Trailer Co., Ltd.

## Dinosaur Collects Scrap Metal

### *First Application in Scotland*

**R**EOrganization of transport by Charles W. Ireland, Ltd., engineers and metal merchants, of Burnbank, Hamilton, has shown substantial economies and increased efficiency by introducing, for the first time in Scotland, the Dempster Dinosaur materials handling system.

The company operate a complete metal merchanting service at Burnbank, collecting all types of metals from mild steels to alloys from production points throughout the metal-working area of Scotland. To do this they used previously 10 vehicles of mixed type, including tippers and high-sided platforms, and each of these was manned by two employees, who were responsible for the loading of



*This Albion Reiver six-wheeled chassis has a Dempster Dinosaur steel container for collection and delivery of scrap metal. The container can be picked up, transported, tipped, or set down on the ground by hydraulic operation.*

scrap metal at the works visited and unloading at the company's own premises.

Because of deterioration of the fleet and the obvious delays with such a system, the decision was taken to replace the vehicles by a Dinosaur, manufactured in this country under licence by the Powell Duffryn Engineering Co., of Cardiff. It is mounted on an Albion Reiver six-wheel chassis and hydraulically picks up, transports, tips or sets down on the ground its own body either loaded or empty. The driver controls all these operations from his cab.

The company have seven containers operating with the Dinosaur, and leave one at the scrap accumulation point to be loaded as progress permits. Clearing of the scrap is then a simple matter of laying down an empty body and lifting a full body for transport to the company's works at Burnbank. This involves only one operator with a minimum of working time. The Dinosaur travels round the various collection points taking up full loads and laying down empties, and vehicle waiting time is virtually eliminated.

# State Pensions: In or Out?

*Insurance Authority W. S. Macfarlane Examines the Scheme From a Haulier's Viewpoint*

**T**HE new Graduated Pension Scheme commences in April, and all employers must comply with the provisions of the National Insurance Act, 1959, under which it is introduced. This means that they must either contract in to the Government scheme, or obtain the consent of the Registrar of Non-participating Employments for graduated benefits equal to, or superior to, those of the State scheme, to be purchased from an insurance company, i.e., contract out.

It is important to state that both employer and employee, where a man's weekly earnings average over £11 10s., can obtain from an insurance company bigger benefits for the same costs than can be obtained by insuring under the Government, i.e., contracting in. It would be pleasant if the decision could rest on that simple fact. Unfortunately there are many other considerations which will have the effect of increasing the "On Cost" when the benefits are insured with one of the life insurance companies. This item of "On Cost" will be referred to at a later stage.

It has to be made clear that Self-Employed Persons classified as Class II in the Ministry of Pensions' Leaflet N.I.41, and described as "Those who are in business on their own account and others who are working for gain but do not work under the employment of an employer," are not required to make a decision. This fact is based on an extract from National Insurance Leaflet R.I.: "Contracting out can apply only to persons who are in Class I for National Insurance purposes, i.e., employed persons. Self-employed and non-employed persons will not pay graduated contributions or earn a graduated addition to their pensions; the question of contracting out does not therefore arise in their case."

The position of the employee as he is affected by the main features of the extended State Graduated Scheme is as follows:—

1. The scheme applies to employees over the age of 18.
2. For employees earning not more than £9 per week there is no change in the existing benefits, but contributions are reduced.
3. For employees earning more than £9 per week, additional contributions of 4½ per cent. of the excess over £9 per week will be payable by both employer and employee. Employees will receive additional pension benefits dependent upon the total amount of the contributions paid.
4. The contributions may be increased in 1965 and then at quinquennial intervals until 1980 by ½ per cent. on each occasion.
5. The balance of the cost of the scheme will be met by the Exchequer.
6. The scheme includes a widow's pension.

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7. Employers who already have, or who commence, a satisfactory occupational pension scheme have a right to contract out of the graded part of the State scheme.

These are the main conditions and requirements of the new Act.

With regard to the employer's right to contract out of the scheme, to be satisfactory to the Registrar his alternative scheme must meet the following conditions:—

(a) The non-commutable pension provided must be at least equal to the graded State pension applicable to an employee earning £15 per week during membership of the State scheme.

(b) On leaving employment the scheme must preserve for the employee the right to a non-commutable pension at least equal to the graded State pension which would have accrued from the date of contracting out to the date of leaving—based on the benefits at a £15 per week level.

(c) The scheme must be financially sound.

It will be appreciated from the foregoing that, for the average size of concern say, for instance, of hauliers, a decision may be difficult because of the comparatively good wage scales appertaining to the industry. Another complicating factor is the high rate of change of employment of drivers and other transport personnel, and this in itself is an aspect which brings attendant problems.

If it is decided to contract in to the

Government scheme, the employee is credited with the appropriate pension for every year or part of a year that is spent in that particular classification. For example, if the wages were equal to £15 per week or over, then for every year of future service up to the age of say, 65, the credit would be £2 6s. per annum.

Contracting in, however, does not necessarily mean extra work or trouble for the employer. When an employee leaves, all that is necessary for the employer to do is to hand him his cards, whereon it will be shown that his contributions for his contracted in pension

have been fully paid and are up-to-date.

Reference was made earlier to "On Cost," which must be considered in conjunction with contracting out. An insurance company will provide a scheme to compare favourably with the Government pension, and which will satisfy all the requirements of the Registrar. The employer and employee in this case will pay less for the same benefits, but notice must be taken of the extra work with which the employer must cope when an employee leaves. The insurance company must be notified at once, and, if the employee concerned is not earning £15 per week or over, under condition (b) there will be adjustment under that regulation.

It is certain that whenever an employee leaves, a considerable time will be taken up on what might be construed as unproductive business. It is therefore clear that the "On Cost" does reduce the saving in insurance costs gained by contracting out.

Overall, the situation can be broadly classified as follows: for concerns employing more than, say, 30, it would be prudent to contract out. In my submission, however, concerns with fewer than 30 employees would be well advised to contract in.

It is worth bearing in mind, incidentally, that, whichever decision is taken, the Act provides machinery whereby an employer can reverse his method at any time in the future.

The schedule hereunder may be of use:

## CONTRACTED IN

Earnings in Week	Employee's Contribution.	Employer's Contribution.	Yearly pension derived from each year's graduated contributions.	
<b>MEN</b>	s. d.	s. d.	£	s. d.
£9 or less ..	8 4	7 0	NIL	
£10 exactly ..	9 2	7 10	7	6
£11 ..	10 0	8 8	15	0
£12 ..	10 10	9 6	1	2 6
£13 ..	11 9	10 5	1	10 10
£14 ..	12 7	11 3	1	18 4
£15 or more ..	13 5	12 1	2	5 10
<b>WOMEN</b>				
£9 or less ..	7 2	6 4	NIL	
£10 exactly ..	8 0	7 2	6	3
£11 ..	8 10	8 0	12	6
£12 ..	9 8	8 10	18	9
£13 ..	10 7	9 9	1	5 8
£14 ..	11 5	10 7	1	11 11
£15 or more ..	12 3	11 5	1	18 2

## CONTRACTED OUT\*

Employee's Contribution.	Employer's Contribution.	Total Contribution.
<b>MEN</b>		
s. d. 9 11	s. d. 8 3	s. d. 18 2
irrespective of earnings in week.		
<b>WOMEN</b>		
s. d. 8 0	s. d. 6 9	s. d. 14 9
irrespective of earnings in week.		

\* These figures refer, of course, only to payments under the new Act.

## New Equipment and Publications

### Portable Bandsaw

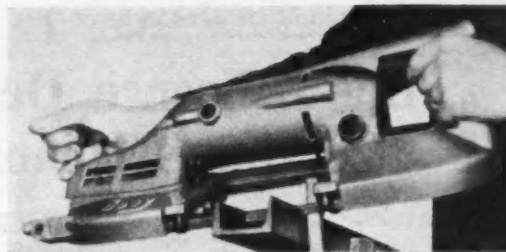
A PORTABLE metal-cutting bandsaw, named the "Baby," has been introduced into Great Britain by Soag Machine Tools, Ltd., London, S.E.11. The bandsaw is a portable, compact machine, weighing only 21 lb., and is said to be capable of cutting through 1½-in.-diameter mild-steel bar in 80 sec.

Drive to the blade is from a built-in ½ h.p. motor through helical gears. The blade is guided by two pairs of hardened steel rollers and is kept under constant tension by means of a rack and pinion mechanism. A half turn of a rotary button releases the blade tension.

The machine is supplied complete with saw blade and will cut round bar up to 2½ in. diameter and profiled material up to 4½ in. by 3 in. Overall dimensions are 21½ in. by 7½ in. by 6½ in., and the cutting speed is 115 ft. per minute.

Optional extras available include special guide rollers for slitting and a stand with worktable for converting the machine to a vertical bandsaw.

Price of the machine, which is suitable for 220/250 v. single phase, is £56.



The "Baby" portable bandsaw shown in use.

### Nylon Tubes for Bearings

A COMPLETE range of nylon tubes, designed to extend the availability and uses of nylon bearings in industry, is now obtainable from Polypenco, Ltd., 68-70 Tewin Road, Welwyn Garden City, Herts.

The range contains one hundred and sixteen standard sizes of MC nylon tubes, ranging from 2-in. O.D. x 1-in. I.D. to 15-in. O.D. x 14½-in. I.D. Many sizes are available from stock or can be supplied on a "48-hour service" basis.

Developed particularly for bearing and wear-part application, MC nylon can be readily machined to make components such as bearings, guides, slideways, valve seats, gears and other wear parts from tubes, plate discs and square, round and hexagonal rod.

### Nylon Conveyor Wheels

A NEW product from Dexion, Ltd., Maygrove Road, London, N.W.6, is a specially treated nylon glidewheel intended for use in gravity conveyor systems. Designed for operation without the bush assembly normally found in conveyor wheels, it is weather-proof and non-corrosive, and lubrication and maintenance are eliminated. The wheels are

2¼-in. diameter and 4-in. wide and are claimed to have a long working life.

As with Dexion's earlier unit, the nylon version is designed for use in association with the company's range of slotted angle, and being completely weather-proof, can be used for permanent outdoor gravity conveyors.

Trade users' price is £1 13s. 4d. per unit pack of 25 wheels, including the necessary non-corrosive fixing nuts and bolts. Single wheel assemblies are 1s. 4d. each.

### Improved Welding

A TECHNIQUE for sheet-metal welding which is claimed to have many advantages over gas and resistance welding, including lighter equipment and more consistent quality of welds, has been developed by the British Oxygen Co., Ltd. The new method is said also to be cleaner and to eliminate distortion, so reducing jiggling of components. Additionally, it makes planishing after welding unnecessary.

The equipment comprises British Oxygen's new 16-oz. ST.2 torch, a Lynx wire feed and control unit and a slope-controlled rectifier designed for semi-automatic welding, using the short-circuiting-arc technique. Carbon dioxide is used as the shielding gas for welding.

At present, the equipment is being used on steel thicknesses from 20 to 16 s.w.g., but its potentialities are claimed to include welding plate up to ¼-in. thickness.

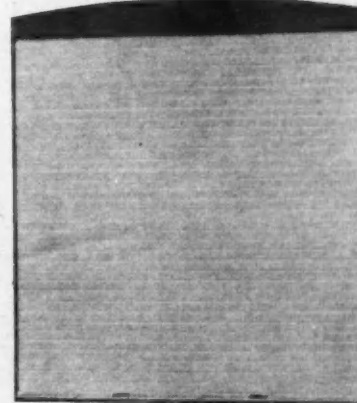
### Aerosol-packed Silicone Grease

SILICONE grease, MS4, which is mainly used for protecting and insulating ignition systems and other electrical equipment, is now being marketed in an Aerosol pack, under the name Ambersil MS4, by Amber Oils, Ltd., 11a Albemarle Street, London, W.1. The Aerosol pack provides a convenient and efficient means of applying the grease, providing a thin, even, protective film.

MS4, a product of Midland Silicones, Ltd., is highly water-repellent and oxidation-resistant, adheres readily to dry surfaces, and is said to protect and maintain the flexibility and resilience of natural and synthetic rubbers, vinyl

plastics and similar materials. On ignition systems, MS4 can be used for protection against moisture and preventing electrical leakages. It is also useful for such purposes as treating terminal panels, plugs and sockets of trailer cables, battery leads and terminals in wet and corrosive conditions.

The cost of a 12-oz. tin of Ambersil MS4 is 15s. which reduces to 13s. per tin when ordering one dozen, to 11s. 6d. when ordering three dozen and to 10s. when ordering one gross or more.



Aluminium alloy slats give a neat appearance to the Eezilift shutter here shown as fitted to a box-van body.

### Improved Shutters

THE latest design of Eezilift rolling shutters made by Howard Bros., Ltd., Abbey Manufacturing Estate, Mount Pleasant, Wembley, Middlesex, utilize 1-in. or 2-in. interlocking aluminium alloy galvanized steel laths of flat or curved section.

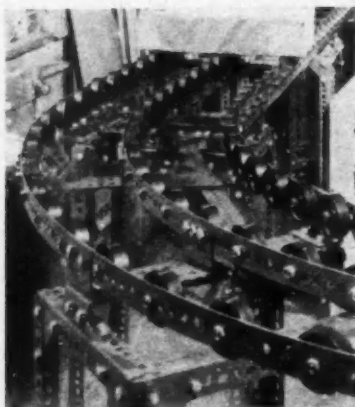
Silent and easy operation is claimed for the new shutters, mainly as a result of the fitting of nylon friction pads to the bottom angle.

### Welding Brochure

A BROCHURE entitled Resistance Welding Electrode Materials has been produced by Enfield Rolling Mills, Ltd., Brimsdown, Enfield, Middx.

The 17-page brochure contains details of copper alloys and parts applicable to resistance welding machines. Also included are notes on the design of spot-welding electrodes and details of standard electrodes which are stocked.

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Nylon glidewheels from Dexion, Ltd., are used on this gravity conveyor which is made from Dexion slotted angle.



**Expansion Trends in Haulage****Big A-licence Demand Continues Unabated**

**A**PPPLICATIONS for A and B licences to replace contracts continue, and this week they include J. Howorth and Son, Bacup, six vehicles on a new A licence, with an alternative B application; J. J. Potts, Ltd., Warrington, to add eight vehicles to A licence; John Fleming, Bridge of Allan, new A licence for three vehicles; and applications by a number of operators in the South Eastern, East Midland and West Midland traffic areas for new B licences for 22 vehicles to replace contract hiring licences with Coal Deliveries (East Midlands), Ltd., and A. Fletcher and Co., Ltd.

Other major applications include a seven vehicle switch from B licence to A, by McKelvie and Co. (B.M. and P.), Ltd., Barrhead; a new B licence for 20 vehicles by Elkstone Quarries, Ltd., Swindon, and another A application by Siddle C. Cook, Ltd., for four steel-carrying artics.

**SCOTTISH (NORTH)****Applications**

SN 18/3/1.—**R.R.S. (Pickfords), Ltd.**, Perth, new A lic. 1 veh. (3t) pantechon furniture and effects, G.B.

SN 18/3/2.—**Donald E. Czerar**, Perth, new A lic. 1 veh. (7t) timber within Scotland and to England, back loads of lime and slag from England to Balgowan Lime Store, Tibbermore.

SN 18/3/3.—**Gillon Bros. (Lime-spreaders), Ltd.**, Tibbermore, new A lic. 1 veh. (7t) timber from Balgowan, Tibbermore, Perth to County of Durham and lime and slag from England to Balgowan and Easlie lime stores, belonging to applicants, and to farms in Perthshire and Angus for spreading; also fertilizers from Leith to said stores and to farms for spreading.

SN 18/3/4.—**A. and E. Leaper**, Aberdeen, A var. add 1 veh (7½t).

SN 18/3/5.—**South Wynd Garage Co.**, Strathkinnes, B var. add 2 veh. (9t). Vary conditions to:—goods within 80 miles, furniture, and household effects within 100 miles.

**SCOTTISH (SOUTH)****Applications**

SS 18/3/1.—**John Fleming**, Bridge of Allan, new A lic. 3 veh. (16½t) goods for Aronson Bros., Ltd., Abercrombie, Brisbane and Brown, and Edmund Leas, Ltd., in Scotland, England and Wales. Now on contract-A lic.

SS 18/3/2.—**James N. Allan, Ltd.**, Newarthell, new A lic. 3 veh. (22½t) goods for Glenboig Union Fireclay Co., Ltd., in Scotland, England and Wales.

SS 18/3/3.—**McKelvie and Co. (B.M. and P.), Ltd.**, Barrhead, new A lic. 7 veh. (20½t)—(1) 5 veh. g.g. within 25 miles (2) 2 veh. collection and delivery for trunk vehs. within 25 miles. If granted B lic. surrendered.

SS 18/3/4.—**Elkstone Haulage Co., Ltd.**, Glasgow, new A lic. 1 veh. (7t) whisky, machinery, paper, steel, fibreglass, thread, chemical products, and aircraft parts, normally to Lancashire, Midlands and London.

SS 18/3/5.—**Kinnell Transport Co.**, Edinburgh, A var. add 2 veh. (13t) now on contract-A lic.

SS 18/3/6.—**Duncan Barbour and Son, Ltd.**, Glasgow, A var. add 1 veh. (3t), 1 art. (8t).

SS 18/3/7.—**David J. Dunbar**, Maybole A var. add 2 veh. (7t) r.r. between Maybole and Glasgow areas.

SS 18/3/8.—**John Kerr and Sons**, Irvine, B var. add 3 veh. (12t) goods, excluding livestock, within 50 miles.

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**NORTHERN****Applications**

N 21/3/1.—**T. Tench and Son, Ltd.**, Blaydon, A var. add 1 tanker (10½t).

N 21/3/2.—**Siddle C. Cook, Ltd.**, Consett, A var. add 4 art. (44t).

N 21/3/3.—**A. Sanderson (Great Broughton), Ltd.**, A var. add 1 veh. (3t 17c) mainly machinery building mats, scrap metals, foodstuffs, farm produce, grease paper and oil for Lancashire, London and as required. If granted B lic. N. S. Elders, Knaresborough, issued in Yorkshire Traffic Area surrendered.

N 21/3/4.—**A. Elliott**, Morpeth, A var. add 1 van (3t).

N 21/3/5.—**P.C.V. Belgian**, Gateshead, B var. add 6 T. (24t) coal, coke, steel structure and plant for F. Gibson and Co., Sir Wm. McAlpine and Co., Ltd., Demolition and Construction, Ltd. Agric. produce and building mats, within 65 miles.

**Decisions**

N 20/12/4.—**Sunter Bros., Ltd.**, Northallerton, A var. add 4 art. granted.

N 20/12/6.—**J. D. Robson**, Hexham, new B lic. 1 car transporter, granted.

N 31/1/1.—**J. M. Ridley, Ltd.**, Allendale, A var. add 1 veh, withdrawn

N 7/2/4.—**Border Plant Hire, Ltd.**, Whitehaven, new B lic. granted.

**NORTH WESTERN****Applications**

NW 17/3/1.—**J. Howorth and Son, Bacup**, new A lic. 6 veh. (21½t) mainly felts, carpets and bagging; Lancashire, Yorkshire, Bristol, Glasgow, London and Midlands; alternative new B lic. 6 veh. (21½t) goods for Greenwood and Coope, Ltd., and Tunstead Needlefelt Co., as required. Now on contract-A lic.

NW 17/3/2.—**Challan Enterprises, Ltd.**, Liverpool, new A lic. 1 veh. (3½t) fresh fruit; Liverpool, Birkenhead, Preston, Oldham, Wigan and Stafford. If granted A lic. in West Midlands surrendered.

NW 17/3/3.—**R. Burton**, Preston, A var. add 1 veh. (3t). Now on B lic.

NW 17/3/4.—**J. J. Potts, Ltd.**, Warrington, A var. add 8 veh. (37½t) now on contract-A lic.

NW 17/3/5.—**F. R. Mayers (Contractors)**, Manchester, new B lic. 7 veh. (42½t) industrial coal for Midland Coal Co., Ltd., Manchester; Manvers Colliery, Barnsley, Yorkshire, Salford, Rochdale Road Gas Works; fly ash for Stephenson Clark from power station to Manchester area, Thelwall viaduct site, Lymm, Greenbooth reservoir site, Rochdale, Hattersley viaduct site, Hyde, and building construction sites in Manchester area; building mats, for A. Tetlow to builders' merchants within 75 miles, including Buxton and Stoke.

NW 17/3/6.—**Ramsden's (Haulage Contractors), Ltd.**, Preston, new B lic. 6 veh. (38½t) quarry products for Withers Limestone, Ltd., and Holme Park Lime, Ltd., within 30 miles; solid fuel within 75 miles. Now on C lic.

**EAST MIDLAND****Applications**

EM 22/3/1.—**R. D. Freeman (Transport), Ltd.**, Leighton Buzzard, A var. add 1 veh. (1t 9c).

EM 22/3/2.—**North Lines Haulage Co., Ltd.**, Scunthorpe, (1) A var. add 6 veh. art. (24t) 4 tris. (art.) (12t); (2) B var. add 3 veh. (11½t) goods for Richard Thomas and Baldwins, Ltd., to mines tips within 6 miles.

EM 22/3/3.—**Atlas Express Co., Ltd.**, Glasgow, A var. base Thurmaston, add 1 veh. (3½t) g.g. mainly smalls, mainly within 25 miles and trucking to and from other Atlas depots. Applications for new B lic. to carry goods for D. M. Stevenson and Co., Ltd., gypsum, chalk, cement and clinker for Cement Marketing Co., Ltd., through Coal Deliveries (East Midlands), Ltd., as required. Subject to vehs. deletion from contract-A lic. EM 22/3/4.—**E. E. Clark**, Alvaston, 1 veh. (6t). EM 22/3/5.—**C. J. Porter**, Langley, 1 veh. (8½t). EM 22/3/6.—**K. Mellors**, Little Eaton, 1 veh. (5½t).

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mass., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

EM 22/3/7.—**K. and M. (Haulers), Ltd.**, Bulwell, B var. add 6 veh. (39t) coal, coke and solid smokeless fuels as required; road and building mats within 50 miles.

EM 22/3/8.—**H. P. Coole**, Great Glen, B var. add 1 veh. (3t 19c) (tractor) towing of trailers and caravans, as required.

EM 22/3/9.—**W. H. Bowring**, Warsop, B var. add 1 veh. (4t) agric. produce and requisites, as required.

**WEST MIDLAND****Applications**

WM 23/3/1.—**G. W. Baker**, Biston, new B lic. 7 veh. (46½t) goods for District Iron and Steel Co., Ltd., Smethwick, as required. Applications for new B lic. to carry goods for D. M. Stevenson and Co., Ltd., and West Midlands Gas Board, through A. Fletcher and Co., Ltd., who will surrender appropriate number of contract-A lic. for hired vehs., if granted, WM 23/3/2.—**Mrs. M. Orwood**, Burton-upon-Trent, 2 T. (16t). WM 23/3/3.—**Watson Bros. (Burton-upon-Trent), Ltd.**, 4 T. (34t). WM 23/3/4.—**G. P. Sellar**, Kenilworth, 1 T. (6t). WM 23/3/5.—**Day Barry Transport, Ltd.**, Tamworth, 2 T. (16½t). WM 23/3/6.—**Daisy Seal (Tamworth), Ltd.**, 1 T. (6½t). Includes goods for Edward Martell and Charrington, Gardner and Lockett (London), Ltd., but not West Midlands Gas Board. WM 23/3/7.—**S. Harrison (Tamworth), Ltd.**, 4 T. (25½t). Includes goods for Edward Martell.

WM 23/3/8.—**H. Pickering, Ltd.**, Tipton, new B lic. 3 T. (10½t) Goods for Hale and Hale (Tipton), Ltd.; Chatwin's, Ltd., J. Wakefield and Sons, Ltd.; Hale Enamellers, Ltd., and J. J. Whitehouse (Tipton), Ltd.; within 150 miles. Now on contract-A lic.

WM 23/3/9.—**Reeves Transport, Ltd.**, Birmingham, B var. add 1 van (2½t) urgent deliveries to London and Manchester Airports for Lufthansa German Airlines.

WM 23/3/10.—**Canley Car Deliveries, Ltd.**, Kenilworth, B var. conditions to:— "Motor vehs. on wheels, as required."

**Decisions**

WM 26/1/4.—**F. G. Rainbow, Ltd.**, Rugby, new B lic. 1 van, granted, subject to surrender of existing A lic.

WM 5/1/1.—**Capel's Transport, Ltd.**, Coventry, new A lic. 2 aris., granted.

WM 19/1/1.—**Western Transport (Ross), Ltd.**, new A lic. 2 aris., granted.

WM 5/1/4.—**W. W. Webb**, Holme Lacy, new B lic. 1 veh. granted with amended conditions.

WM 9/2/3.—**J. Skucek**, Bilston, new B lic. 1 veh., refused.

WM 9/2/2.—**Webb Bros. (Contractors, Bilston), Ltd.**, A var. add 2 vehs. granted with amended N.U.

**EASTERN****Applications**

E 20/3/1.—**East Norfolk Bulk Transport, Ltd.**, North Walsham, new A lic. 2 tankers (19t), flour and food products in bulk, G.B.

E 20/3/2.—**J. Meadows**, Stanground, new A lic. 1 veh. (3½t) for maintenance purposes.

E 20/3/3.—**Knowles (Transport), Ltd.**, Wimbington, A var. add 1 veh. (3½t).

E 20/3/4.—**G. E. Thorpe**, Mendlesham Green, A var. add 1 art. (5½t).

E 20/3/5.—**R. R. Sills**, Abbotsley, new B lic. 1 art. (4½t) low-ldr., agric. implements and requisites, within 60 miles and to and from sales.

E 20/3/6.—**A. A. and N. Parker**, East Runton, new B lic. 1 veh. (1½t), collection and delivery of caravans and small boats within 100 miles.

E 20/3/7.—**Bullen's Transport, Ltd.**, Banham, B var. add 2 veh. (7t) collection and delivery of goods for A and B trunk vehs., and for maintenance purposes.

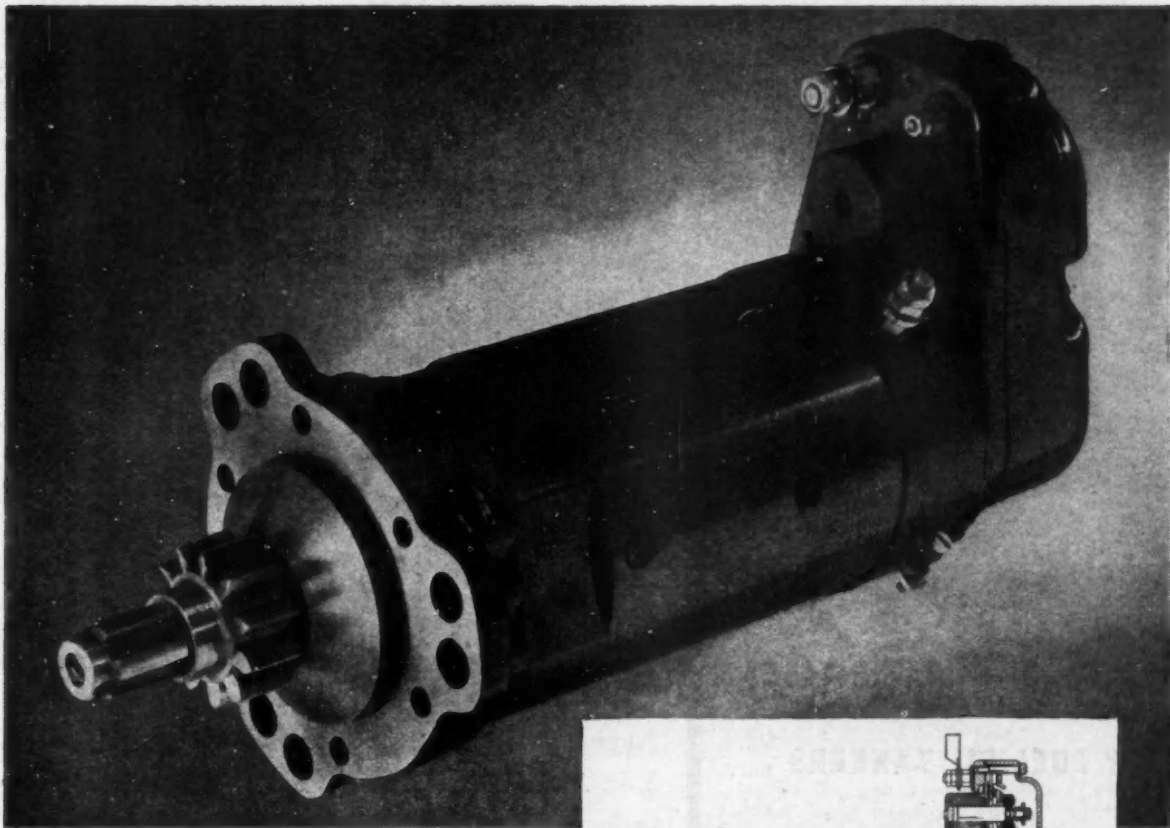
E 20/3/8.—**S. D. Pearson**, Peterborough, B var. add 1 veh. (2½t), general haulage excluding furniture removals, livestock, bricks and coal, within 100 miles.

(Continued on page 285)

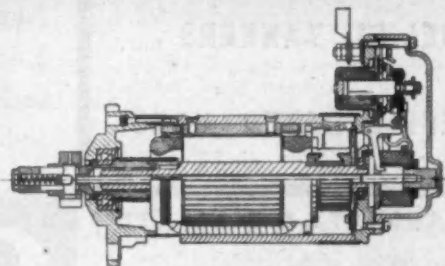


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## SOUTH WALES

## Decisions

SW 16/11/5.—V. L. Jones and A. Williams, Aberystwyth, new B lic. 1 veh. refused.  
 SW 8/2/1.—Gomm's Commercial Motors, Ltd., A var. 8 vans C to A, and 6 additional vans, granted.  
 SW 16/11/4.—R. Williams, Neath, A var. 1 art. granted.  
 SW 21/1/4.—Abernant Transport (Rhigos), Ltd., A var. add maintenance veh., granted.  
 SW 8/2/2.—Gwynne Bowen (Transport), Ltd., Gorseinon, B var. add 5 T., granted.

## WESTERN

## Applications

W 21/3/1.—A. W. Lewis, Bristol, new A lic. 2 veh. (9t 8c) g.g. mainly refrigerators, lifts, escalators, oil burning equipment, zinc oxides, soft drinks and pressed steel, normally within 200 miles. If granted 1 veh. deleted from B lic.  
 W 21/3/2.—A. Richardson, Chalfield, new A lic. 2 T (13t) quarrying and building mats, and bulk goods requiring tippers, normally within 125 miles.  
 W 21/3/3.—H. E. Love, Ilfracombe, new A lic. 2 veh. (7t 7c) g.g. within 100 miles. Change of N.U.  
 W 21/3/4.—Torridge Transport, Ltd., Ilfracombe, new A lic. 2 veh. (8t 1c) furniture removals, England, Scotland and Wales, agric. produce and requisites, normally within 200 miles. Change of N.U.  
 W 21/3/5.—A. Packham and Co., Ltd., London, N.5. (1) base Bristol, A var. 3 vans (9t 18c) in lieu of 1 van (2t 8c) g.g. mainly smalls, including for Shell Mex and B.P., Ltd., and subsidiaries in Somerset, Wiltshire, Dorset, Gloucester, Devon and Cornwall and trucking between various depots (2) base Cullompton, A var. add 1 van (3t 6c) g.g., mainly smalls, including for Shell-Mex and B.P., Ltd., and subsidiaries to and from London, Bristol, Devon, Cornwall, Somerset, Dorset and occasional journeys within 300 miles.

W 21/3/6.—M. E. Richardson, Hucclecote, new B lic. 2 T. (8t 8c) agric. lime and fertilizers, quarried mats, agric. products, precast concrete and reconstructed stone units and earth within 50 miles. Now on contract-A lic.  
 W 21/3/7.—K. Sweeting and Sons, Sandford, new B lic. 1 T. (5t 3c) quarry mats, concrete products and bricks within 150 miles. Now on contract-A lic.  
 W 21/3/8.—Elkstone Quarries, Ltd., Swindon, new B lic. 20 veh. (120t) (hiring allowances) building, walling and quarried stone and earthmoving within 100 miles.  
 W 21/3/9.—Amalgamated Roadstone Corporation, Ltd., Chipping Sodbury, B var. add 2 tankers (9t 1c) fertilizers and feeding stuffs in bulk within 150 miles.

## Decisions

W 14/2/1.—J. W. Runnalls, Bodmin, new A lic., refused.  
 W 7/2/4.—R. G. Morcom (Transport), Ltd., A var. add 1 T. granted.  
 W 10/1/3.—S. Knowles, Mabe, A var. add 2 veh., refused.  
 W 10/1/5.—W. G. Pili, Falmouth, new B lic. 1 veh., refused.  
 W 31/1/4.—E. J. Chapman, Bristol, new B lic. 2 veh., refused.

## METROPOLITAN

## Applications

M 16/3/1.—Atlas Air Express (Atexco), Ltd., Rotherhithe, new A lic. 1 van (3t) to be hired, urgent export and import freight within 50 miles, mainly to London Airport and diversionary Airports.  
 M 16/3/2.—J. A. Clark and Sons, Ltd., Leyton, new A lic. 2 veh. (7t 5c) g.g., G.B.  
 M 16/3/3.—Oil Collection Service, N.8., new A lic. 4 tankers (21t 3c) bulk liquids, mainly waste and re-refined oils and spirits; England and Wales.  
 M 16/3/4.—Wade's Transport (Tottenham), Ltd., A var. add 1 veh. (4t 4c) for maintenance purposes.  
 M 16/3/5.—W. C. Allan, Abbey Wood, new B lic. 2 veh. (4t 16c) g.g. within 25 miles of Elephant and Castle.  
 M 16/3/6.—Baxter Fell and Co., Ltd., Northfleet, new B lic. 2 veh. (4t 3c) g.g. within 50 miles.

M 16/3/7.—E. Brown and Sons, Beverley, base Bermondsey, new B lic. 1 veh. (3t 4c) collection and delivery of g.g. within 30 miles for own trunk service.

M 16/3/8.—H.B.H. Storage, S.E.22, new B lic. 4 vans (9t 8c) 2 flats (5t 8c) 1 art. (2t 9c) 1 art. (2t 4c) paper, cardboard, corrugated paper, cartons and boxes manufactured from the aforementioned; stationery with 150 miles.

M 16/3/9.—D. Norman, Ltd., Bethnal Green, new B lic. 6 vans (16t 4c) domestic hardware for C. Wood (Hardware), Ltd., Kent, Surrey, Sussex, Hampshire, Dorset, Wiltshire, Essex, Middlesex, Hertford, Bucks., Berks., Cardiff, Bristol, Staffordshire.

M 16/3/10.—Ham Wharfare Co., Ltd., Brentford, A var. add 1 veh. (2t 19c) flat, G.B., including timber and steel of excessive lengths, G.B., mostly within 60 miles.

## SOUTH EASTERN

## Applications

SE 16/3/1.—F. H. Hooker, Chatham, new A lic. 2 veh. (11t 4c) scrap metal within 150 miles of West Malling.  
 SE 16/3/2.—H. and L. Haulage Co., Deal, new A lic. 1 veh. (3t 4c) cattle food, fruit and vegetables, London.  
 SE 16/3/3.—Candy's Transport, Fordingbridge, A var. add 1 bulk grain tipper (5t) grain in bulk, normally within 100 miles.  
 SE 16/3/4.—Reed Transport, Ltd., Thatcham, A var. add 22 art. (154t 4c) and 8 veh. (55t 4c); delete 31 veh. (173t 4c) 2 trl. (9t 4c) 2 art. (9t 4c).  
 The following applicants seek new B lic. to carry goods for D. M. Stevenson and Co., Ltd., and Cement Marketing Co., Ltd., through Coal Deliveries (East Midlands), Ltd., as required, who will give up hiring allowances for a similar number of vehs. SE 16/3/5.—E. Austen, Horsham, 1 T. (5t). SE 16/3/6.—H. Older, Ltd., Maidstone, 1 T. (9t 4c). SE 16/3/7.—E. M. Stapleton, Sheerness, 1 T. (8t 4c). SE 16/3/8.—L. Ross, Snodland, 2 T. (18t). SE 16/3/9.—Griffiths Contractors, Ltd., Worthing, new B lic. 2 veh. (8t) horticultural produce within 70 miles.

## Impressive New Buildings for Northern Concern

A NEW 5,500 sq. ft. distribution shed and office block has recently been completed for Norman's Transport, Ltd., whose headquarters are at Failsworth, Manchester. The offices and drivers' rooms are centrally-heated, and an intercom. system is to be installed. The yard is floodlit for night work and a burglar-alarm system switches on these lights in addition to sounding warning devices if the shed doors are tampered with.

## Scheduled Runs

Norman's Transport operate in an area between Edinburgh and Plymouth on 11 scheduled runs, most of which are made twice a week. Vehicles return full whenever possible and off-load at various Northern distribution centres. In future, the company hope to use their new premises for some of this distribution.

They have 14 vehicles on A licence. Two are articulated, with two semi-trailers each, and are used to fetch goods from local factories. The other 12 are rigid pantech-nicon-type vans, one of 1,900 cu. ft. capacity, three of 1,800 cu. ft. capacity and the rest of 1,600 cu. ft. capacity. Six bodies are on Bedford



This Bedford TK 7-ton box van has just been placed in service with Norman's. The body is 24 ft. long and 7 ft. wide, with an overall height of 9 ft. 6 in. Loading height is 3 ft. 11 in. Floor space is unrestricted, there being no wheel-boxes or well. The body is of Plymax panelling on wood framing, has a fibre-glass roof and was made by Marsdens, Ltd., of Warrington.

SB 30-ft. chassis, seven on Ford, and one on a B.M.C. Norman's are at present experimenting with colour-impregnated glass fibre bodies.

The bulk of the company's work is with the Prestige Group, Ltd., Holborn, London, for whom they are a distribution centre. Loading and sorting are by palletization, and with a portable conveyor with a 10-ft. extension to reach into their large bodied vans, a combination that has reduced the labour needed from six to three men per lorry. Four

vehicles can be loaded or off-loaded at once, when backed against the sliding doors set into the side of the shed.

## Model T Ford

Norman's Transport, Ltd., started in business well over thirty year ago. At that time a single second-hand Ford T-type lorry was employed. Today Norman's are building up business especially on express distribution, for which they believe there is a large and growing demand.





# The Continental "Cut"

*Articulated outfits such as these were relatively unknown on German roads until a few years ago, but length restrictions have necessitated their use.*

**B** RITISH operators concerned with goods transport on the Continent would do well to study the remodified West German Road Transport Law before letting their vehicles enter the Federal Republic after March 31, 1961. It looks as though 60-ft.-long lorry and trailer outfits will no longer be allowed on West German roads after this date—they are just 11 in. too long.

Under the new regulations, which will take effect on April 1, 1961, the maximum length of vehicles with separate trailers is limited to 59 ft. 1 in. (18 metres), and the gross train weight is restricted to 32 tons gross, although vehicles not licensed in the Federal Republic are to be permitted to run at 40 tons gross.

So far as articulated outfits, rigid goods vehicles and buses and coaches are concerned, these will fall well within the limits of the regulations. Depending on the number of axles, rigid goods and passenger vehicles up to lengths of 36 ft. (11 metres) and 39 ft. (12 metres) may be operated, the permissible length of articulated vehicles being 49 ft. (15 metres).

## No Width Worries

As to the permissible overall width of goods and passenger vehicles, the British operator need have no worry in this respect. The new German regulations allow for an overall width of 8 ft. 2½ in. (2.5 metres).

With regard to gross vehicle weights and axle loadings, the West German authorities allow up to 16 tons gross for two-axled vehicles, 24 tons for three-axled vehicles and 35 tons for articulated outfits. The permissible axle loadings are 10 tons per single axle and 16 tons per bogie.

The above vehicle dimensions, gross weights and axle loadings do, however,

apply only to vehicles not licensed in the Federal Republic. This decision seems to have been taken in response to an appeal made on the occasion of the Conference of European Ministers of Transport held at The Hague on October 5, 1960.

At this conference, the majority of the Continental Ministers voted in favour of uniform regulations for lorries, road trains and articulated outfits intended for international road transport. It was further agreed that such regulations be worked out on the basis of the remodified West German Road Transport Law, and be brought into force on January 1, 1966.

## Need for Adaptation

In consequence, there would seem to be no course left open to British operators concerned with Continental goods transport other than to adapt their vehicles, in due course, to the proposed regulations, or to avoid going on Continental roads at all after the expiry of the transitional period on December 31, 1965.

In view of this, it is worth getting to know the remodified West German Road Transport Law in greater detail. The sections of the law which took effect on January 7, 1960, specified:

### Dimensions and Weights

1. Single-axle loading must not exceed 8 tons  
Loading on driven axles must not exceed ... .. 10 tons
2. Bogie loading may be up to ... .. 14.5 tons  
but, if the distance between the two axles is more than 50.39 in. (1.3 metres) the loading may be up to 16 tons
3. Permissible gross vehicle weights:  
Two-axled vehicles ... .. 16 tons  
Three-axled vehicles and above ... .. 22 tons  
Articulated outfits ... .. 32 tons  
Vehicle-and-trailer outfits ... .. 32 tons
4. Overall lengths:  
Two-axled vehicles ... .. 36 ft.  
Three-axled vehicles and above ... .. 39 ft.  
Articulated outfits ... .. 49 ft.  
Vehicle-and-trailer outfits ... .. 54 ft. 2 in.
5. Overall height ... .. 13 ft.
6. Overall width ... .. 8 ft. 2½ in.

### Transitional Regulations

1. Length:  
(a) With effect from July 1, 1960, the maximum

length of road trains is limited to 54 ft. 2 in. (16.5 metres), providing that the vehicles and the separate trailers were registered for the first time after January 1, 1958.

- (b) With effect from April 1, 1963, the length of road trains of which the towing lorry or the separate trailer have been registered for the first time before January 1, 1958, is restricted to 54 ft. 2 in. (16.5 metres).

- (c) Road trains referred to under 1(b) may be operated from July 1, 1960, to April 1, 1961, at lengths of up to 65 ft. 7 in. (20 metres), and from April 2, 1961, to April 1, 1963, up to 59 ft. 1 in. (18 metres).

### 2. Weights and axle loadings:

- (a) With effect from July 1, 1960, the new regulations apply to all vehicles registered for the first time after January 1, 1958.

- (b) With effect from April 1, 1961, the new regulations shall apply to all types of vehicle registered for the first time before January 1, 1958.

- (c) All vehicles listed under 2(b) may, until April 1, 1961, feature the following axle loads and dimensions:

### Axle loads:

1. Single axle ... .. 10 tons
2. Bogies ... .. 16 tons

### Permissible gross vehicle weights:

1. Two-axled vehicles ... .. 16 tons
2. Three-axled vehicles and above 24 tons
3. Articulated outfits ... .. 35 tons
4. Vehicle-and-trailer outfits ... .. 40 tons

### 3. Engine output:

- (a) With effect from July 1, 1960, the engine output of solo vehicles, articulated outfits and road trains registered for the first time after January 1, 1958, have to be according to the new regulations, which call for a ratio of 6 b.h.p. per gross ton.

- (b) With effect from January 1, 1963, the engine outputs of the above classes of vehicle registered before January 1, 1958, shall likewise meet a ratio of 6 b.h.p. per gross ton.

### 4. Third brake:

- (a) With effect from July 1, 1960, all vehicles registered for the first time after January 1, 1958, are to be fitted with third brakes.

- (b) The third-brake regulation shall apply to vehicles registered before January 1, 1958, with effect from January 1, 1963.

### 5. Trailer loadings:

- (a) The ratio between the gross weights of the towing vehicle and its trailer must be 1-to-1 if the trailer was registered after January 1, 1957 (this law has been in force since January 1, 1957).

- (b) If trailers registered before January 1, 1957 are employed, the 1-to-1 ratio is compulsory with effect from April 1, 1963, and in any case a ratio of 1-to-1.2 must be strictly adhered to after April 1, 1961.

Except with respect to vehicle lengths, non-German vehicles using West German roads do not seem to be too badly affected by the remodified Road Transport Law. They are allowed a transitional period—lasting until December 31, 1965—in which to adapt their vehicles to the new regulations, whereas German hauliers are given a maximum period of two years



*New West German Vehicle Regulations Concerning Non-German Goods and Passenger Vehicles take Effect on April 1. This Article Reviews Past and Present German Weight and Length Restrictions and Suggests Possible Overall Reactions Throughout Europe*

by Eberhard Müller

nine months to cope with the new situation.

Obviously, West German operators do not like the prospect of German road-traffic police using two different tape measures—one for their own people and one for foreigners—after April 1, 1963, to make sure that the law is obeyed.

They consider the Government's readiness to grant German operators an extension of the transitional period up to December 31, 1965, for vehicles or road trains employed only on international road transport a mere farce. As a matter of fact, over 80 per cent. of West German haulage companies do not operate more than one or two road trains, and their budgets are definitely too small to allow for the operation of two types of road trains, i.e., one for national and another for international operations.

In the eyes of West German hauliers their Minister of Transport has shown a none-too-friendly attitude towards their trade by giving "definite preference to foreign operators."

**Dr. Seeböhm**

The man in question is Dr. Hans Christoph Seeböhm, who took over as Minister of Transport in 1949. Over the course of 12 years in office, Dr. Seeböhm has made a number of drastic impositions and restrictions, the first of which took effect on April 1, 1953, when the 73-ft. 10-in.-long two-trailer road trains—which had been permitted since 1934—were banned from German roads. This, in turn, led to the introduction of the 40-ton road train, which consisted of a rigid vehicle towing a three-axled trailer.

With the exception of its 66-ft. 10-in. length, this type of train fully complied with the specifications laid down

by the Economic Commission for Europe on September 16, 1950. These specifications were mainly based on the 1949 Geneva Convention, and were drawn up with the intention of standardizing vehicle weights and lengths on the Continent, but were not ratified by the Federal Republic.

Firmly convinced that heavy road trains were mainly to blame for the poor condition of the roads, the Federal Minister of Transport still favoured the idea of imposing drastic changes, such as doing away with three-axled trailers, reducing axle loadings and gross train weights, and cutting down overall lengths even further.

Despite loud protests from manufacturers and hauliers things developed in the direction desired by Dr. Hans Christoph Seeböhm. On March 21, 1956, the "Seeböhm train" was born as a means of preserving the road surfaces and giving better traffic flow.

With a total length of a mere 44 ft. 10 in. and a gross train weight of 24 tons, this cut-short road train was legally introduced on January 1, 1958. Hauliers were allowed a transitional period until July 1, 1960, after which date German-registered road trains which did not fit the Minister's tape measure would no longer be allowed on the roads of the Federal Republic.

**No Home Demand**

With July 1, 1960, lying ahead of them, West German manufacturers could no longer concentrate on the continued development of heavy-duty vehicles because there was no demand for them on the home market. Eventually yielding to the massive protests at home and abroad, the Federal Minister agreed to reconsider vehicle weights, axle loadings and dimensions, and no longer insisted on the introduction of the "Seeböhm train."

However, German vehicle manufacturers and hauliers cannot help feeling that they have achieved a Pyrrhic victory. Their suggestion of following the 1949 Geneva Convention by legally introducing the 59-ft. 1-in.-long road train with a combined weight of 32 tons has been turned down and, despite the 13-to-3 vote (Britain abstained, and Holland, Italy and Switzerland voted against) in favour of the remodified German law, made at the October, 1960, conference of the 17 European Ministers of Transport, further attempts will, no doubt, be made to introduce a "Continental road train" with an overall length of 59 ft. 1 in. and a guaranteed payload capacity of 20 tons.

**Main Arguments**

The 20-ton payload is still one of the main arguments of West German manufacturers and hauliers. They know that the "Continental road train" would be well capable of carrying 20 tons of any kind of goods, whereas the 54-ft. 2-in. train, now legally introduced in the Federal Republic, is just too short to allow 20-ton payload of certain goods.

They have found out that the desired "Continental train" takes only 0.4 sec. longer to overtake than a 54-ft. 2-in.-long road train, and they fail to understand why their 32-ton train is bound to damage the roads more than the 32-ton train now introduced by the Federal Minister of Transport.

Perhaps the answer is this: the standard goods wagons of the State-owned German Railways are designed for payloads of 20 tons irrespective of the nature of the goods to be transported and, as Federal Minister of Transport, Dr. Hans Christoph Seeböhm has a big say in all railway affairs.

The road-versus-rail fight does not seem to stop at frontiers.

## Soaking the U.S. Haulier

TO raise an extra 900m. dollars a year for the carrying through of a large-scale motorway-building plan, due to be completed in 1972, President Kennedy has recommended the raising of the vehicle tax on heavy goods vehicles in America from 1.50 dollars to 5 dollars per short ton, the increasing of diesel fuel tax from 4 cents to 7 cents per gallon and the introduction of slight increases in the tax on tyres and inner tubes. Petrol tax will be unchanged.

The Republic of Mali has purchased 350 goods vehicles from the Essen concern, Fried. Krupp Motoren-und Kraftwagenfabriken Essen, of the Krupp Group.

Last year some 17,200 goods vehicle and 2,100 motor buses were produced in Poland, and by 1965 the annual rate of production is to be raised to, respectively, 35,000 units and 3,700 units. By that year the country's long-distance bus fleet is to total 11,500 tons.

During the first half of last year Ghana imported 378 trucks and lorries worth £557,773 and 1,429 chassis with engines worth £1,295,391, compared with 348 trucks and lorries worth £418,583 and 743 chassis with engines worth £679,990 over the same half-year of 1959. Over the same period imports into Nigeria of chassis, with engines, of trucks and lorries fell from 2,014 to 1,421 units.



(Above) The vanman here is delivering in the Cromwell Road, which is to form part of the Minister of Transport's experimental peak-hour Clearway. He had to use the centre-strip, due to traffic-light location, and carry goods across the road to the entrance seen on the right—a slow process with traffic at its heaviest. (Right) The availability of staff to handle goods immediately upon arrival is essential to rapid vehicle turn-round. Many traders fall down in this respect.



# THE PE C WAITIN



by J. T.  
Chairman, Tra  
Road Haula

**A**LTHOUGH a good deal has been written on the subject of delays encountered by commercial goods vehicles, it is by no means certain that trade and industry as a whole appreciate the importance of ensuring that lorries are not held up, but are turned round as quickly as possible when collecting or delivering.

It is understandable that the haulier sees the importance at once. He is performing a service, not making an article. Not only is time money to him, but failure to be on time when his vehicles are held up unnecessarily may lead to the loss of another customer. His predicament is very much the same as that of a manufacturer whose products are rejected after inspection when they come off the production line.

### Overlooking the Problem

The trader who operates vehicles is more likely to see the point. This is demonstrated all too often when he gives preference to his own vehicles regardless of arrival times.

A manufacturer with no knowledge of transport would tend to overlook this problem. Having a complete knowledge of his machines' output per day, he should be able to estimate very closely his transport requirements some reasonable time ahead.

This is simple, because the machines are in his own factory and under his direct supervision. The haulier can

only estimate what is likely to happen to his own machines, or, in other words, the vehicles in his fleet. He knows how long it should take for a particular journey, but can do no more than guess at the delays his driver may be meeting.

These delays are of vital and immediate consequence to the haulier. They are ultimately of equal importance to trade and industry, although their full effects may not be felt until some time has passed. When vehicles are standing still a good many of their costs continue to mount. They must be met in the end by the customer. He may find that his haulier is no longer willing to work for him at the same rates as before.

A limited attempt to estimate the cost involved in waiting time was made by the Road Haulage Association in 1957. The inquiry showed that the average vehicle was idle for nearly half the 54 hours a week when it was supposed to be working. The evidence is that the proportion of waiting time has gone up rather than down since 1957.

Delays to his vehicles are therefore a serious item in the haulier's budget. Some idea of the cost involved may be obtained from the figure of approximately 12s. an hour which represents the standing charges alone of a normal 7-ton vehicle.

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# PROBLEM OF G TIME



**J. Turner,**  
Traffic Committee,  
Age Association

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(Above) At Smithfield meat market, a notorious spot for delays, hauliers have had to increase charges to cover the cost of keeping vehicles waiting. This picture was taken in the market after the peak traffic had been cleared! (Left) Mechanical handling is a major asset in the rapid clearance of traffic at both ends. Not even the minimum equipment is provided by many traders, many of whom fail to appreciate what keeping a vehicle standing or delayed costs the haulier—and eventually themselves.

In some cases the incidence of waiting is so marked that it can hardly be overlooked even by the most casual observer. For example, loading facilities at many collieries in the Midlands are so inadequate that a vehicle that should be able to make three trips a day usually has to be content with one, and may be held up for as long as five hours before it is loaded. At Smithfield market, another notorious spot, meat hauliers have had to increase their charges to cover the cost of delays to their vehicles.

The difficulty is not confined to certain types of operation or to certain kinds of traffic. There are many reasons for delays, some outside the control either of the haulier or of his customer; some due to what may be called natural causes and others to the human element.

The most frequent complaints come from operators using docks and ports. For the most part these were designed and built in the heyday of the railways, and have still not been modified in accordance with the now established predominance of road transport. To the credit of some of the dock authorities it should be said that they are making some effort towards modernization and in particular towards regulating the flow of traffic.

If the arrival and departure of lorries could be spread more evenly, at least some of the dock congestion would be

avoided. The customer can help materially on this point, particularly by avoiding where possible the practice of leaving the dispatch of a consignment until a day or so before a ship is due to sail.

A comparatively new cause for delays to goods vehicles is the application by local authorities of bans on loading and unloading in certain busy streets at certain times of the day. The attitude of the haulier and of his customer to the bans is mixed. With an inadequate road system such as we have at the present time it must occasionally—but only very occasionally—be accepted that a busy street must be kept clear at all costs. On the other hand to ban traffic is often an easy and tempting way out of a difficulty that could better be solved by other means.

## United Against Bans

Hauliers and traders through the associations representing them are co-operating in opposing unnecessary bans. Where they are imposed, as unfortunately often happens in spite of protests, they are bound to cause delays especially where a vehicle arrives at the premises of a customer while a ban is in operation and has to wait for some hours before making delivery.

The very fact that loading bans cause such trouble, delay and ultimately expense to trade and industry is the very best reason for saying that in many cases they are a mistake.



They cost the community far more than they can possibly save by keeping the roads open for traffic that may often not be of particular importance.

As with dock delays it is difficult to blame the customer for a loading ban that he may have moved heaven and earth to resist. Here also, however, there is something that the customer can do to help his hauliers and himself. For example, if his premises are in a street where a ban is in operation, he should make every endeavour to warn hauliers before their vehicles call, of the times when collection or delivery is not permitted.

There is a good deal that traders can do at their own premises to assist the quick turn-round of vehicles. It is surprising how often facilities for loading or unloading vehicles are lamentably inadequate or literally do not exist. Elaborate mechanical handling equipment may not always justify the fairly heavy expenditure involved, but very often it would cost little to have at least the minimum equipment necessary to get a load on or off a vehicle quickly and without undue effort.

Admittedly space is precious, particularly in the centre of a large town. Even allowing for this there are some premises that could well be enlarged or adapted so as to take rather more vehicles than can now be accommodated.

The transport department of a business is like any other department. It cannot work properly with inadequate tools and staff, and with insufficient room. Because for long periods of the day a vehicle yard or loading bay is not being fully used, the temptation is to assume that here is the much-needed space available for storage and expansion.

### Costs Transferred

The idea seems to work at first, in spite of certain rather disturbing difficulties. There is congestion at busy times and the long line of vehicles waiting outside the yard brings a crop of complaints from other road users and from the police. The trader accepts these minor difficulties because he is saving on rent, rates and other costs. He is slow to realize that the hauliers are the chief sufferers and that the costs are being transferred to them.

Sooner or later the costs must come back to him in higher transport charges. To set the matter right he may be put to considerably more expense than if he had paid proper attention to the transport problem from the beginning.

Traffic staff can do much to avoid unnecessary delays. Even the customer with a small business should have one or more members of his staff with the specific duty of arranging for the loading and unloading of vehicles. If employees have to be taken from other work for this purpose it may not be easy to spare them at the time when the vehicle arrives, and it is kept waiting until somebody is ready to deal with it.

Closer co-operation between customer and haulier would often help to cut down waiting time. Very often a trader knows that a vehicle is going to call at his premises, but may make no arrangements to receive it until it actually arrives. If goods to be collected were assembled in advance the vehicle would be able to pick them up at once and be on its way immediately.

A fair amount of give and take is required if the maxi-



*Antiquated buildings not modified to suit road transport are a major problem at docks, always the scene of the worst delays.*

mum efficiency is to be achieved. The trader and the haulier are well aware that, because of traffic congestion and such things as loading and unloading bans, it is becoming increasingly difficult to estimate precisely when a vehicle that has been ordered will arrive. This is surely an excellent reason why the goods to be collected should be assembled and the employee ready to receive delivery.

The situation is not helped by the progressive introduction of a shorter working week, desirable though this may be in itself. As far as collection or delivery is concerned the haulier is finding that with many of his customers the entire week-end is eliminated from perhaps 3 p.m. or 4 p.m. on Friday afternoon until whenever the premises open on Monday morning. The vehicle that arrives with a load too late on Friday may, therefore, have to stand idle for the best part of three days.

It is, no doubt, up to the haulier to arrange for the arrival of his vehicle within the times when the premises of the consignee are open. Because of the many other causes of delay it may not always be possible to do this, so that the provision of facilities outside the normal working hours would be extremely helpful, even if they were available only in times of emergency.

### Mutual Aid

In certain circumstances customers can also co-operate with each other. An interesting proposal has been put forward by express carriers. A number of small consignments will often be handed over for delivery to several customers in the same block of buildings. In such cases it would speed up delivery and possibly reduce the risk of theft from the vehicle if the various tenants could arrange a common dispatch and delivery point.

Although this article has been written from the point of view of the haulier, it is not the intention to suggest that he is always blameless and that the customer is invariably the guilty party. The hope is that customers and hauliers will get together more closely than in the past to deal with the problem of waiting time, remembering that the haulier is the immediate sufferer from unnecessary delays, but that the cost must sooner or later fall on the trade and industry of the country.



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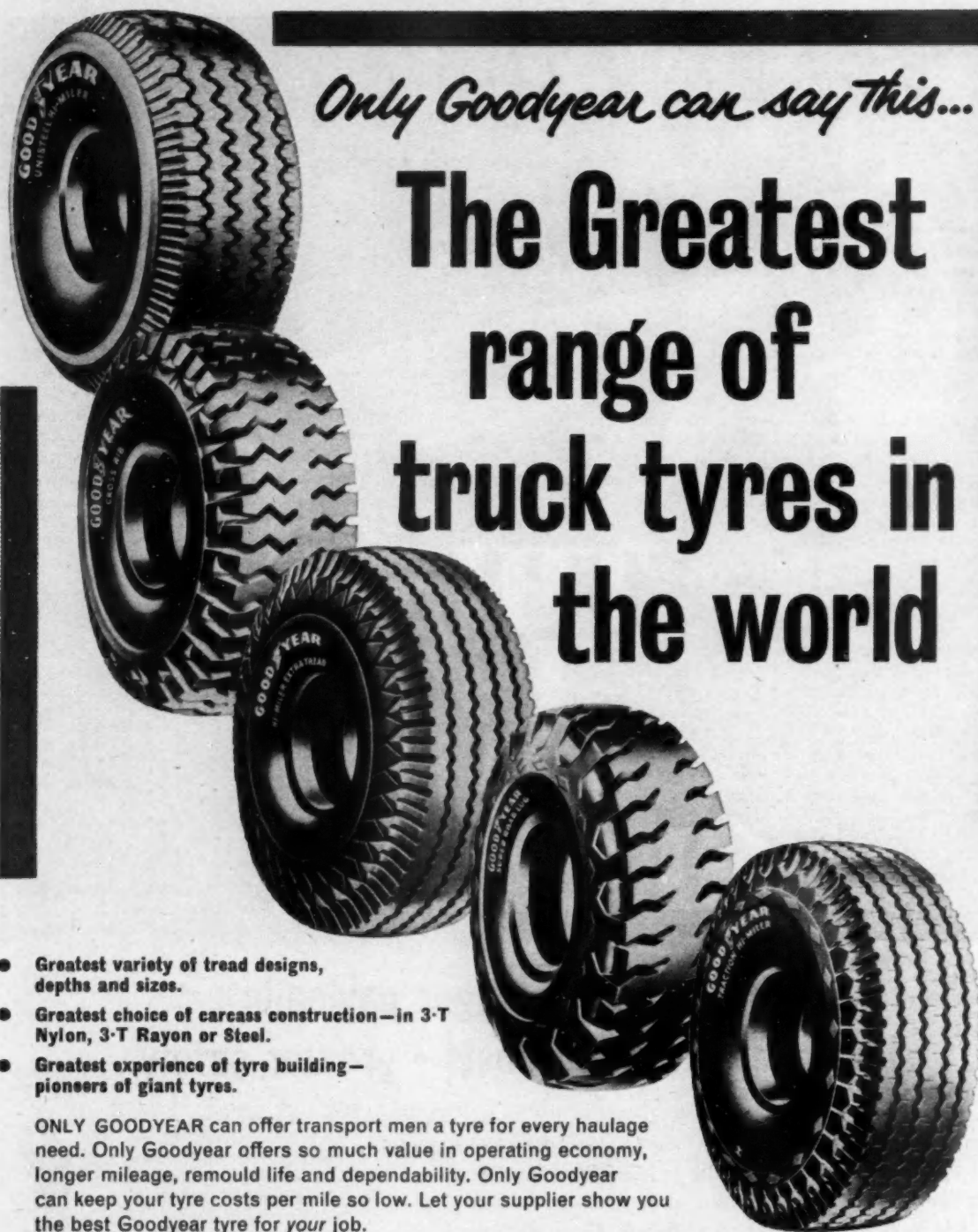
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## Political Commentary

By JANUS

## DELAYING

**S**O MUCH fury was engendered by the news that Dr. Richard Beeching is to receive £24,000 a year as chairman-designate of the new Railways Board that the Opposition in the House of Commons seemed not to have the time to point out, as they might well have done, that neither the post nor the Board yet existed and that their creation depended entirely upon Parliament. Legislation is required to give effect to the proposals in the White Paper on the nationalized transport undertakings. If Parliament rejected the legislation, the position of Dr. Beeching would be anomalous to say the least.

The Minister of Transport, Mr. Ernest Marples, may have deliberately intended his announcement of the appointment to give the maximum shock at the earliest possible moment. The figure of £24,000 has certainly been bandied about in the Press as well as in Parliament to such an extent that there can be few people who have not heard about it. The publicity may have the usual deadening effect. By the time Dr. Beeching takes up his duties the public will possibly not have forgotten about the money but they will have begun to grow accustomed or resigned to it.

Much the same technique, one almost suspects, is responsible for the long delay in issuing the reasons of the Transport Tribunal for their decisions in the Arnold and Merchandise Transport cases. What with appeals, cross appeals, stays of execution and further appeals against various points, it is almost becoming difficult to remember what the cases are about. When the battle is at last finished, hauliers may have become reconciled. They may have found a way of living with it successfully and begin to doubt whether they wish the decisions to be overturned. After all, there were gloomy prophecies when the licensing system was first proposed, but hauliers now can hardly imagine what they would do without it.

**I**N line with the fashion that news, like many other things, improves with keeping, the Ministry have only just released a summary of the Annual Reports of the Licensing Authorities for the year up to the end of September, 1959. "There have been more pressing things to do," is Mr. Marples' characteristic comment. He goes on to promise that the reports and those of the Traffic Commissioners will in future be published in full, as they were before the war, and will therefore be available somewhat more promptly than on this occasion.

After a gap of 18 months the reports seem more mellow than usual, or at least they have a more mellowing effect, which may come to the same thing. The events they chronicle may have been the cause of sharp controversy at the time they happened. They now seem far removed from present discontents, and many of the comments strike oddly on an up-to-date ear.

The summary deals with nothing at great length, but gives more space than usual to the subject of normal user, probably the main bone of contention in the distant days of 1958-59. Although still capable of causing disquiet, it does not now generate nearly as much heat. Hauliers who might have protested strongly had the reports been issued at the proper time are more inclined to accept without protest what the Licensing Authorities have to say.

There are other more pressing problems.

Operators are gently chided in the summary for the

mistaken view many of them have held about normal user. Holders of A licences are said to have claimed a freedom of operation that was unnecessarily limited by decisions of the Transport Tribunal in which the significance of normal user played an important part. The reports sum up the views expressed in the decisions. A declaration of normal user constitutes a specific statement of intention of the use to which the vehicles on A licence are to be put.

Any other point of view "would make nonsense of the system."

Even after this length of time hauliers might be prepared to argue that this evades the issue. They no longer regard the A licence as automatically entitling the holder to carry any goods anywhere, and to this extent they have come round to the opinion expressed in the summary. They still believe that more opportunity should be available in every traffic area for acceptable declarations of normal user drawn in the widest possible terms. To their mind the operator who sets out to carry traffic of all kinds throughout Great Britain is performing a useful service and should not be eliminated.

**T**HE Licensing Authorities suggest on the contrary that a fairly precise statement of normal user provides an essential protection for the customer. If an operator is "free to carry goods indiscriminately anywhere in the country," this would be "to the discomfort of the customers, for whom it was originally claimed a service would be provided, and who had supported his application." The reports go on to describe the deplorable effect as the Licensing Authorities see it. "An excess of transport would be produced in some districts and a dearth in others."

There are points for and against this assessment of the situation. Undoubtedly the haulier owes a duty to the traders who have helped him win his licence; he must keep them from dearth or run the risk that another operator will step in and supplant him. The traders appear to owe no such duty to the haulier. If they can find somebody else to carry their traffic, or if they decide to use their own vehicles, there is nobody to stop them. Strict attention by the haulier to his normal user in circumstances such as these would create the excess that the Licensing Authorities deplore.

**U**NLESS some way can be found of overturning it, the Merchandise Transport decision, repeated all over the country, may carry the process a stage further. The traders will be tempted towards the provision of an excess of transport, not only in their own district, but all over the country. The Metropolitan Licensing Authority, although he did not put the point in so many words, seems to have had it in mind in his original refusal of the Merchandise Transport application.

Some sort of comment on this controversial case may therefore be gleaned from the latest reports of the Licensing Authorities, even though they have been so long in making their appearance. The volume for 1960 would no doubt be more useful. In the meantime one must be content with what the Authorities were thinking two years ago. Some of the points after all, including regrettably those concerned with infringements of the law, might have been taken from any of the summaries published during the past 10 years.

Planning for Profit

# Work, Rest and The Law

*Replies to Readers' Queries Include a Restatement of Statutory Requirements Concerning Hours of Work, Light Trailer Operation and Livestock Haulage*

**A**T a time when Licensing Authorities throughout the country are showing increasing concern over the persistent violation of the statutory regulations governing drivers' hours, a reader asks appropriately for a restatement of the regulations. He also asks whether any change has taken place in these regulations with the introduction of the Road Traffic Act, 1960.

The regulations concerning drivers' hours were originally set out in the Road Traffic Act, 1930, in the paragraph familiar to experienced operators as Section 19. Additional regulations were also contained in the Road and Rail Traffic Act, 1933.

Section 19 of the Road Traffic Act, 1930, is now replaced by Section 73 of the new Road Traffic Act, 1960, and since this new Act is a consolidation of several previous Acts and amendments, Section 73 remains the same as Section 19 of the old Act.

The purpose of limiting the hours of duty of certain drivers is to protect the public against the risks which arise in cases where the drivers of motor vehicles are suffering from excessive fatigue. The vehicles to which the regulations refer are then set out as follows: (a) A public service vehicle; (b) a heavy locomotive, light locomotive or motor tractor; or (c) a motor vehicle constructed to carry goods other than the effects of passengers.

In this context a vehicle not constructed to carry a load is termed a "motor tractor" if it does not weigh more than 7½ tons. A tractor weighing between 7½ and 11½ tons is termed a "light locomotive," and over 11½ tons "heavy locomotive." (It is specifically stated, however, that the limitation on drivers' hours does not apply to vehicles used for fire-brigade or ambulance purposes.)

Section 73 then reads that it is unlawful for a person to drive, or permit a person employed by him or subject to his orders to drive, for any continuous period of more than 5½ hours. Nor must he drive for continuous periods amounting in the aggregate to more than 11 hours in any period of 24 hours, commencing 2 hours after midnight. The driver must also have 10 hours consecutive rest in any period of 24 hours, calculated from the commencement of any period of driving.

There is then the proviso, however, that it is sufficient compliance with this latter requirement if the driver has at least nine consecutive hours of rest in such period of 24 hours, provided that he has an interval of at least 12 consecutive hours for rest in the next following period of 24 hours.

For the purpose of this Section of the Act, any two or more periods are considered continuous unless separated by an interval of at least half an hour in which the driver is able to obtain rest and refreshment. Any time spent by a driver on other work in connection with a vehicle or the load must be reckoned as driving time. Additionally, in a case of a public service vehicle, any time spent on a vehicle while on a journey in any capacity other than as a passenger is also to be reckoned as driving time.

Where a vehicle, however, is engaged in agriculture or forestry, time spent by the driver in connection with a vehicle, so long as it is not on a road, is not considered driving time.

Regarding the number of consecutive hours for rest which a driver must have in a specified period, such time must not include periods when the driver is bound by the terms of his employment to obey the directions of his employer, or to remain on or near the vehicle at a place where no reasonable facilities exist for the driver to rest away from the vehicle.

Should these regulations not be complied with, a person will

not be convicted if he proved to the court that the contravention was due to unavoidable delay in the completion of a journey arising out of circumstances which could not reasonably have been foreseen.

**★**  
"WHAT are the legal requirements regarding attendants, speed limitations and marking on a vehicle when a refuse collector draws a light trailer?" asks another reader.

This particular refuse collector has an unladen weight of around 4½ tons and on occasions hauls a drawbar trailer with an unladen weight of under 1 ton.

An attendant would not be required when the trailer was drawn, provided that, in addition to it having an unladen weight of less than 1 ton, the brakes of the trailer automatically came into operation on the overrun on the trailer, in accordance with regulation 105 (g) of the Motor Vehicles (Construction and Use) Regulation, 1955. There is, however, no exemption for such vehicles from the speed limits laid down in the First Schedule to the Road Traffic Act, 1960. Consequently, when operating solo the refuse collector would be limited to 30 m.p.h., which would be reduced to 20 m.p.h. when the trailer was drawn.

The requirement that their maximum permitted speed be marked on certain vehicles was revoked in 1957 and the only marking required on these vehicles is of their unladen weight.

**★**  
**A** PROSPECTIVE operator in the south-east writes that he is hoping to start up in livestock haulage and intimates that he has the offer of a carrier's licence. He asks for advice on how he can take the initial steps to have the licence transferred, and for some guidance on probable operating costs.

As with many such inquiries, it is first necessary to emphasize that it is not possible to purchase, or even have transferred, a carrier's licence from another operator. However, where an existing operator is proposing to retire from business, for example, a prospective purchaser may apply to the Licensing Authority in that area for the grant of a new licence to him, coupled with the promise that if this new licence is granted then the licence of the existing operator will be surrendered.

If this procedure is adopted, and the Licensing Authority is satisfied that there has been sufficient work to justify the existing licence, the intending purchaser would have a far better chance of being granted a new licence than would otherwise be the case.

As a first step to an understanding of the principles of commercial vehicles costing, prospective operators would be well advised to study the introduction and articles on vehicle costing which are included in "The Commercial Motor" Table of Operating Costs, obtainable from the offices of The Commercial Motor, price 4s., postage paid. Additionally, of course, costs of many types of commercial vehicles are detailed.

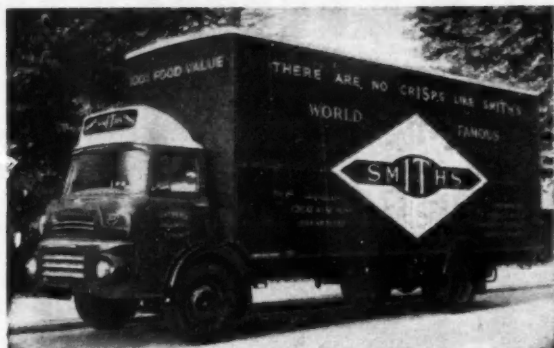
The majority of inquiries received from prospective operators indicate that the person concerned has experience in long-distance driving or maintenance of vehicles. It is rare indeed for such a reader to disclose any special knowledge of the type of traffic he proposes to carry, or the manner in which he hopes to obtain it. It cannot be over-emphasized that the sales and commercial aspect of transport operation is of vital importance, and certainly no less so than if a commodity were being offered for sale and not the provision of a service. Exceptional interest and skill in the engineering side of commercial vehicle operation is no substitute for business acumen.

In this particular instance, of all forms of haulage the carriage of livestock is one of the most specialized and demands

(Continued on page 293)

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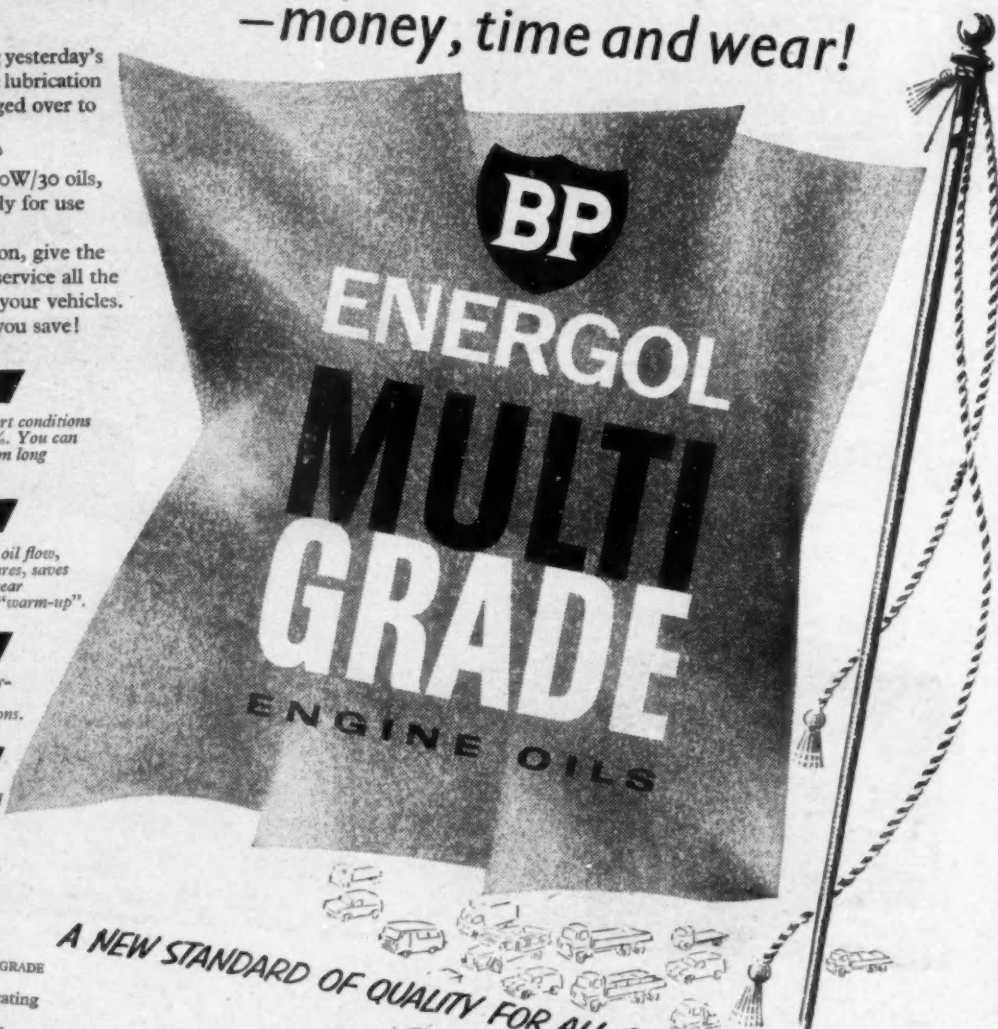


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an exceptional knowledge of the traffic carried both by the driver and the operator. Because live animals are carried, appropriate precautions have to be taken in loading, transit and unloading, so as to reduce possible injury to a minimum.

In addition to the several regulations which govern goods vehicle operation generally, there are provisions in the Transit of Animals (Amendment) Order, 1931, which regulate the carriage of livestock and construction of vehicles employed. Proper footholds must be fitted on the floor of the vehicle to prevent animals slipping, and the interior must be free from projections which could cause suffering to animals.

Additionally, the vehicle must be so constructed to allow for a roof or other suitable covering to be fitted, so as to protect a carried animal from inclement weather. It must also be possible to inspect the interior from the outside of the vehicle, at a height not more than 4 ft. 6 in. from ground level, and records of movements must be kept.

Vehicles used for livestock haulage must be cleaned and disinfected as soon as possible after animals have been unloaded and before further animals are reloaded. Where, however, a vehicle is being used exclusively for moving animals between two points on one day, only one cleaning-out is deemed necessary.

★  
“CAN a person holding a provisional driving licence drive a small van without supervision if he removes the passenger seat?” is the substance of another inquiry.

Presumably this query has been made on the basis of the exemption from the requirements of having a supervisor holding a full licence with a provisional driver if the motor

vehicle is constructed or adapted to carry not more than one person.

Even though the passenger seat had been removed, the holder of a provisional licence would not be legally permitted to drive a small van without having a supervisor with him. This is because such vans would presumably be four-wheeled vehicles and therefore be classified as a “motorcar.” Under regulation 16 (3) (a) of the Motor Vehicles (Driving Licences) Regulations, 1950, the holder of a provisional licence when driving a “motorcar” must be accompanied by a qualified driver until he passes his test. The adaptation of the “motorcar”—as in this case by the removal of the passenger seat—has no bearing on the matter.

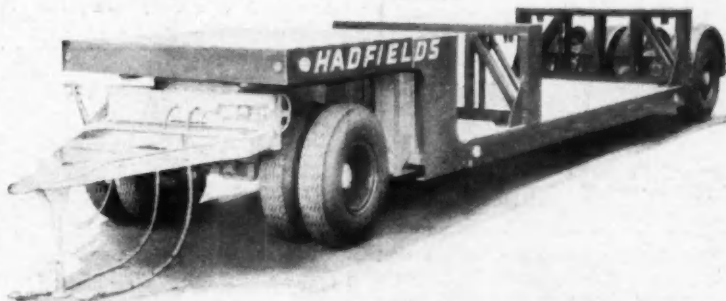
★  
“I am 16 years old and my ambition is to become a transport manager. Could you please advise me of which professional body it would be an advantage to become a member?”

With a membership of over 10,000, the Institute of Transport is the major institute in this field and is devoted to the promotion of the science and art of transport in all its branches. Meetings, lectures and discussions are held during the autumn and winter months both in London and in the provinces, whilst facilities for studying and the holding of examinations are also included in the Institute's activities. The current handbook, setting out these activities in detail, is obtainable from the Institute's headquarters at 80 Portland Place, London, W.1.

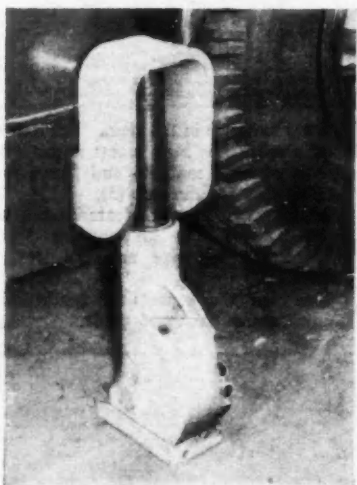
The Royal Society of Arts, John Adam Street, London, W.C.2, also make provision for students interested in transport operation and allied subjects. S.B.

## 35-ton Dual-purpose Semi-trailer

A SPECIAL drop-frame trailer for payloads of up to 35 tons has recently been completed by Carrimore Six-Wheelers, Ltd., North Finchley, for Hadfields, Ltd., of Sheffield. The unit is intended for the transport of a



In this view of the 35-ton Carrimore trailer, the towbar support leg and the movable bolsters can be seen.



This view shows the jacking pads in position in the special sockets at the rear of the platform.

10-ft.-diameter steel ladle, inside Hadfield's East Hecla steel works, and also 35-ft. lengths of finished steel.

Overall length of the 8-ft.-wide trailer is 32 ft. 6 in., and the well is 20 ft. long. Two heavy full-width bolsters supplied with the trailer can be fitted at any of four positions in the well (at spacings of 5 ft.) to provide supports for the load when lengths of steel are carried.

The main frame of the trailer is two 10-in. x 6-in. I-section steel joists, plated at the top and bottom flanges with 8-in.-wide strips of 1-in.-thick steel, whilst the outside frame side-members are of 10-in. x 4-in. steel channel. A  $\frac{3}{4}$ -in.-thick steel-plate floor is welded to the frame, both in the well and on the 5-ft. 0 $\frac{1}{2}$ -in. raised portion of the trailer.

Supporting the front of the trailer, through a heavy-duty ball-bearing turntable and sub-frame, is a full-

width front axle, which carries twin tyres at each side. A heavy towbar pivots on a plate at the front of the sub-frame and incorporates a support leg which can be let down when the trailer is detached from the towing vehicle.

Twin, removable rear axles carry pairs of wheels located in line, suspension being through leaf springs mounted in heavy cantilever arms, fitted to the rear of the drop platform. Specially fabricated jacking pads fit into sockets incorporated in the frame on both sides, immediately in front of the rear wheels. These are used when it is required to jack up the rear of the trailer to remove the axle units for loading purposes.

Brake application is through a two-line air-pressure system, with brake cylinders mounted on the rear-axle-carrying members, and a third in the centre of the front axle.

## Improved Braking System

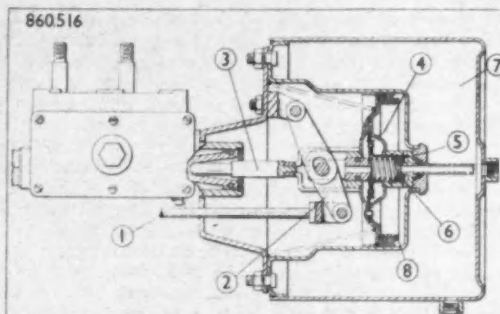
**A**N improved layout of master and servo cylinders for air-pressure-assisted hydraulic brakes form the subject of patent No. 860,516. The chief advantage is compactness, and it is claimed that the assembly is simple to produce and easy to install and service. (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.)

In operation, depression of the brake pedal exerts a pull on rod (1). This rocks a lever (2) which, in addition to exerting a thrust on the master-cylinder push-rod (3), also pulls a diaphragm (4) to the left.

This action closes an atmospheric port (5) and then opens a disc-valve (6) to admit compressed air from the reservoir (7) to the servo piston (8).

The servo piston is thus moved to follow up the diaphragm and provide added thrust to the master cylinder piston.

The location of the servo cylinder results in a compact layout.

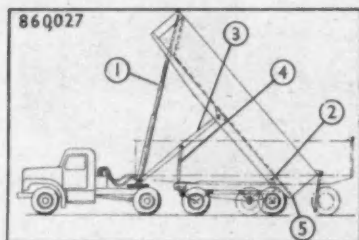


Wooden beams (3) are mounted on the inner faces of the longitudinals and these rest on the top of the vehicle chassis, a wear-resistant strip being interposed.

At least one of the cross-members is provided with lugs (not shown) which engage the vehicle cross-members and prevent longitudinal movement.

### AMERICAN TIPPER PRACTICE

**A** DESIGN shown in patent No. 860,027 is that of a semi-trailer tipping mechanism which, although giving a high angle of lift, does not cause the front of the trailer to rise from the ground. (R. Morse and J. Glick, 2960 Brighton Road, Shaker Heights, Ohio, U.S.A.)



The drawing shows the tractive unit and a semi-trailer carried on four wheels. The outline shown in chain-lines represents the normal travelling position.

When the body is raised by the telescopic hydraulic jack (1) it pivots about the point (2). At the same time, the towing link (3) causes the trailer to advance towards the tractor. A pivoted compression strut (4) is provided and this is the part that prevents the front wheels of the trailer from lifting.

The geometry of the strut linkage may be such that the front of the trailer frame is forced nearer to the ground than normal. The advantage of doing this is to make the discharge point (5) as high above the ground as possible.

### TANKER SEMI-TRAILER

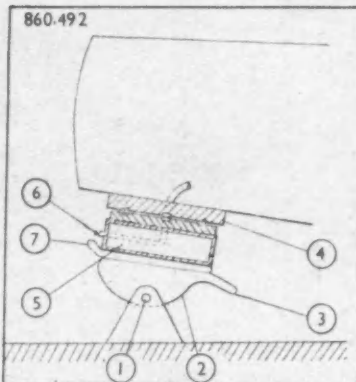
**A** FUEL-CARRYING semi-trailer is described in patent No. 860,492 which deals with improvements in the design of the turntable assembly. (Esso Research and Engineering Company, Elizabeth, New Jersey, U.S.A.)

In such trailers, it is usual for the towing vehicle to carry the powered pump for discharging the load. Referring to the drawing, the towing vehicle is provided with a pair of vertical brackets fitted with trunnions (1). These support a rocking platform (2) having a downward lip (3).

c34

The tank has a ball-bearing turntable (4) rigidly attached to a hollow member (5). The pipe from inside the tank passes through the turntable via a swivel joint and emerges at the point (6) from the hollow box.

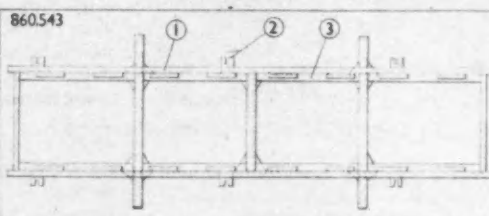
A bottom plate has an upturned lip (7) which, as the tractor reverses, slides up the lower lip and lifts the assembly into the central position. A withdrawable king-pin (not shown) completes the assembly.



### DETACHABLE-BODY IMPROVEMENTS

**A** SCHEME for combined road and sea transport is disclosed in patent No. 860,543. This shows a body that can be quickly detached from its vehicle for lifting on to a ship; it can be unloaded equally quickly at the end of the sea voyage and placed on another road vehicle. (Northern Ireland Trailers, Ltd., Albert Edward Dock Preston.)

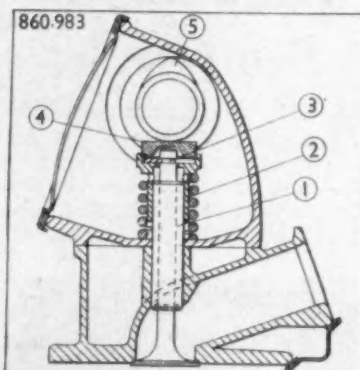
The drawing shows a plan of the bottom frame of the detachable body. It consists of longitudinal channel members (1) joined by cross-members. The channels are spaced so that they closely embrace the chassis members of the vehicle. The body is finally secured in place by bolts passing through slotted brackets (2).



### OVERHEAD VALVE DESIGN

**A** MEANS of operating overhead valves direct from the camshaft is shown in patent No. 860,983. (Ford Motor Co., Ltd., 88 Regent Street, London, W.1.)

Referring to the drawing, the valve guide (1) has the usual bore for the valve stem, but in addition, its outside diameter is utilized to provide the guide for a combined tappet and spring plate (2). The head of the sleeve receives the thrust of the spring and the sleeve is fixed to the valve-stem by a slotted washer engaging



with a groove (3) in the stem. The sleeve head also carries in a recess a pad (4). This is of hard material and forms the rubbing face for the cam (5).

Adjustment for valve clearance can be made by inserting an annular shim between the top pad and the slotted washer.

Holes in the tappet (2) relieve air trapped above the valve guide.



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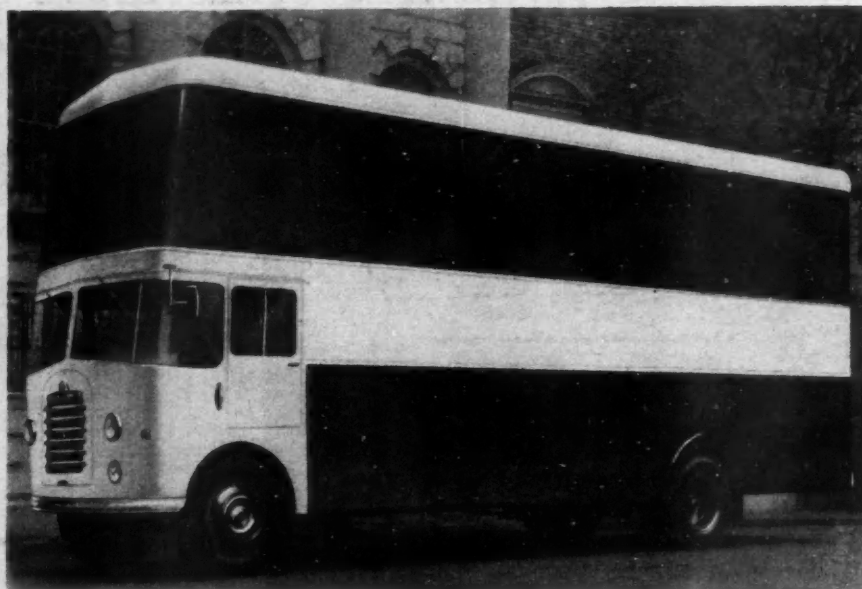
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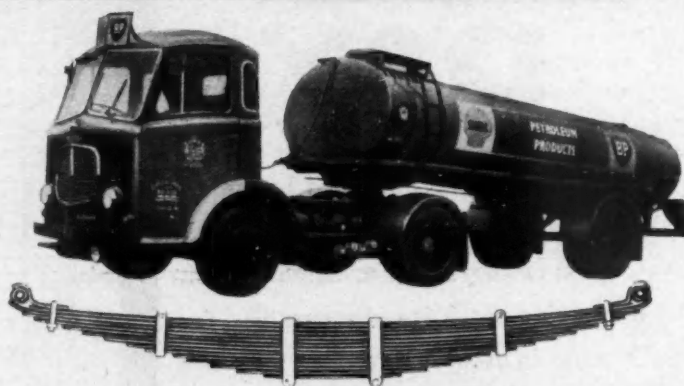
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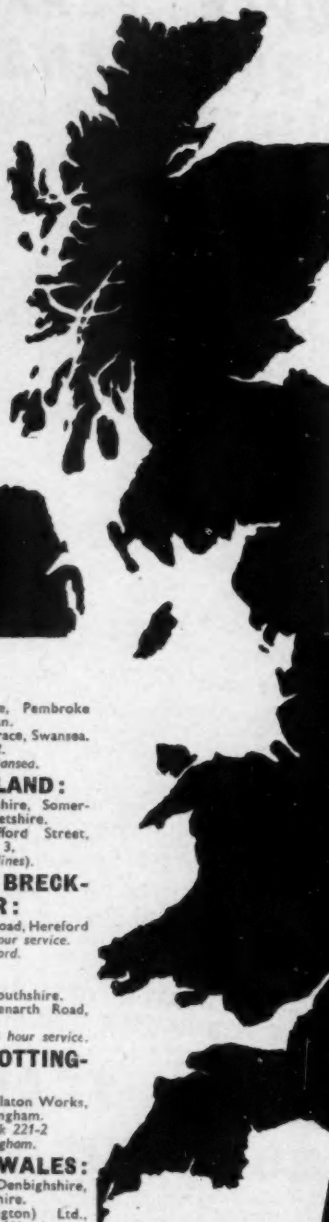
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**1959** ATKINSON, Gardner LX, 8-wheeler.

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BEDFORD 7-ton normal-control tipper chassis-cab, low mileage. Ewell 2382. 902-484

BEDFORD F type, cab in good condition. Morris Bros., St. Thomas, Swansea. Phone 50100. 902-490

#### B.M.C.

1960, March and May, MORRIS 7-ton diesels, power steering, 2-speed axles, double-drop-side steel bodies, long-wheelbase, twin-ramp tippers, £1,050 and £1,100. Bargains. Grand Service Station, Alum Rock, Birmingham. Est. 1919. 903-XA3893

B.M.C., 1960 (late), 7-ton tipper, 6-cylinder diesel engine, 2-speed axle, 9.00 x 20 tyre equipment, 11-ft. 6-in. steel tipping body, autolifts gear, licensed, immaculate, £1,250, choice of six.

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201. 902-333

1956 B.M.C. tractor unit and two boxvan trailers, approximately 850 cu. ft. each, in primer, fifth-wheel coupling, ex Cl-licence user, and in good condition. Hibberd, Warwick St., Coventry 72355-6-7. 902-146

1959 7-ton 18-ft. drop-side body, power steering, in very good condition, £600, 4 Carruthers St., Liverpool 3. Central 2647. 902-346

1959 B.M.C. diesel 7-ton long-wheelbase twin-ramp 14-ft. drop-side tipper, 9.00 x 20 tyres, original condition, £750. A. and L. Vehicle Supply Co., Ltd., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 902-362

## Used Goods Vehicles (contd.)

### BENTLEY BROS. (SHEFFIELD), LTD.

71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS

1957, November, B.M.C. 7-ton short-wheelbase diesel tipper with 2-speed axle, power-assisted steering, drop-side steel body, genuine 55,000 miles only, every type in good, serviceable condition, B.M.C. shop manual and regular greasing chart available, £595. 902-06

1960 AUSTIN B.M.C. 6-wheel platform truck, 22-ft. body, York extension, 2-speed axle, in first-class order.

1960 MORRIS B.M.C. 4-wheel platform truck, 18-ft. body, in first-class order.

ALSO other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 902-599

#### COMMER

SUPERPOISE 21-ton 1953 Luton vans, ex-Cadbury's, beautiful condition, choice of two, £140 o.n.o. 17 Church Lane, Gilebe Farm, Birmingham. Ste 1431. 903-XC2994

NEW COMMER York 6-wheel alloy 22-cu.-ft. tipper, 9.00 x 20, 5-speed, air brakes, suitable grain, coal, etc., delivery this week.

1958 COMMER 15-cwt. normal-control personnel carrier, petrol, 14,000 miles only, £375.

1956 COMMER QN petrol 7-tonner, 18-ft., £125.

1957 COMMER Superpoise 6-ton, P6 diesel, drop-sides, 5-speed, £375.

1959 COMMER 8-cwt. EDV, all estate car fittings, £135.

1954 COMMER 25-cwt. super capacity van, bargain, £90.

1957 COMMER Roates diesel, 7-ton standard long-wheelbase drop-sider, £495, choice of two.

LOWEST H.P. terms. Open Sunday mornings.

JOHN JORDAN, official Commer dealers, Manor Garage, Sandy Beds. Phone 271. 902-110

1957 COMMER TS3 wood body tipper, £545.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 9778. 902-133

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o.

1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc., H.P. arranged. A. Springall, Ltd., Plumstead Common S.E.18, Woolwich 5313. 902-251

### DUNNS MOTORS, LTD.

TAUNTON AND EXETER.

Phone, Taunton 2607-8.

FOR COMMER AND KARRIER.

902-259

1957 COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 771. 902-217

MIDLAND VEHICLE AGENCY offer:—

1960 COMMER TS3 9-cu.-yd. tipper, low mileage, as new, £975.

1956 COMMER 30-cwt. forward-control bulk capacity vans, painted to choice, each £150.

560 COVENTRY RD., Birmingham, 10, Phone, Victoria 6640. Evenings, Northern 8744. 902-384

COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.

COMMER TS3, 1958, with Boys third axle, 17-ft. alloy tipping body, Edbro gear and 2-speed axle.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 902-328

1960 Model TS3 medium-wheelbase tipper, 12-ft. panel-sided body, in excellent condition, £875.

ROSES COMMERCIAL MOTORS, 406 Wigan Rd., Bolton. Phone 61598; after hours, 62479. 902-355

1960 COMMER TS3 7-ton short-wheelbase tipper, steel double-drop-side body, air brakes, low mileage, £1,100.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 902-463

1955 COMMER tractor unit, Perkins P6, Scammell automatic coupling gear, £250. Quest Motors, High St., Malden, Essex. Phone 661. 902-53109

#### DENNIS

1957 DENNIS Jubilant diesel 6-wheeled double-drive 24-ft drop-side body, all in excellent order, £1,050. T.M.S. owners replacing with 3-wheeler. Lavers Transport, Ltd., Dutton Green, near Sevenoaks, Kent. Phone, Dutton Green 320 and 344. 902-2718

1955 DENNIS Max diesel tractor unit, one owner, very nice condition, S.A.E. fifth-wheel coupling, £425. Church Road Motors (Southend-on-Sea), Ltd., Hadleigh, Essex. Phone 57271 (10 lines). 902-53

DENNIS P6 Luton, 1954, low loader, 1,000 cu. ft., very smart and nice condition, must be sold, £375. 5737. 902-479

#### DODGE

1956 DODGE drop-side truck, Perkins P6 type 105C, one owner, £195 o.n.o. Princes Service Station, Millbrook, Southampton 73023. 902-358

1956 DODGE 8-ton heavy Model 146R6, 19-ft. platform, excellent order, new tyres, £450.

H.P. Or exchanges. Open Sunday mornings. John Jordan, Manor Garage, Sandy, Beds. 902-113

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**Used Goods Vehicles (contd.)**

**DODGE DISTRIBUTORS**  
for  
GLOUCESTERSHIRE, HEREFORDSHIRE,  
WILTSHIRE.

**H. R. WILSON-SCOTT, L. TD.**  
MONK MEADOW, GLOUCESTER.

Phone, Gloucester 24447-8.  
ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

**PART-EXCHANGES WELCOMED.** zzz-830

**K.J. MOTORS, LTD., offer:—**

**1955** Series DODGE 5-ton 5-cu.-yd. tipper, petrol engine, one owner, £195.  
**WIDMORE RD., Bromley, Kent.** Ravensbourne 3456, 902-268

MAIN DODGE DISTRIBUTORS.

**FERRARIS OF CRICKLEWOOD, L. TD.**

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

**PERKINS** diesel, every facility. 902-219

**1958** November. DODGE 7-8-ton tipper, steel body, 9 yd. approximately, Teicholtz gear, Leyland engine, 2-speed axle, power steering, very good 9,000 x 20 tyres, one owner and in excellent condition, £1,150.  
**FREDERICK RAY, LTD.,** Grovebury Rd., Leighton Buzzard, Beds. Phone 2192.

**ARNOLD AND PILE, L. TD.**

DODGE MAIN DEALERS.  
ST. VINCENT'S ROAD, DARTFORD.  
Phone 26371.

**1954** DODGE 106AP6 long-wheelbase platform, 2-speed axle, £300. 902-190

**1958** DODGE 6-ton tipper, good condition, £475.  
**COOMBS COMMERCIALS (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 902-385

**BENTLEY BROS. (SHEFFIELD), L. TD.**

71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

**1956** DODGE 6-ton long-wheelbase diesel platform truck, 2-speed axle, good reliable vehicle. 902-64

**1949** DODGE 105 platform, petrol, weight 2 tons 11 cwt., £100.  
**1954** DODGE R6 18-ft. platform, 8.25 x 20 tyres, weight 3 tons 19 cwt., £300. Cottee and Edwards, Nottingham 46674. 902-304

**E.R.F.**

**1956** E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged.  
**HENRY EATON, LTD.,** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 902-348

**1956** E.R.F. 8-wheeler, 6LW engine, 25-ft. platform body, air brakes, double drive, in first-class order, latest style cab, appearance and condition almost as new, an exceptionally nice vehicle, bargain.

**1948** E.R.F. artic., 5LW with 15-ton low-loader trailer, knock-out axle, in good running order.  
**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 174. 902-540

**FODEN**

**1954** FODEN boxvan, one owner, very clean, 1,600 cu. ft., £1,650.  
**A CORN MOTORS, LTD.,** 24 Cross Rd., Hanworth, Middle. Phone, Feltham 5888. 902-222

**1959** FODEN 6-wheeler, 2-stroke engine, single drive, 22-ft. 6-in. platform body; choice of three.

**1959** FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body.

**1955** FODEN 8-wheeler, 6LW Gardner engine, double drive, 24-ft. 6-in. platform body.

**OSWALD TILLOTSON, LTD.,** Summit Works, Burnley. Phone 2301. 902-34

**FODEN 8-wheeler, April, 1960, 6LX, 9.00 x 20 tyres, double-drive, drop-side 24-ft. body, 17,000 miles, as new.** Phone, Stainforth 534. 903-9890

**EARLY delivery new FODEN 8-wheeler chassis-cab, 6LX Gardner 6LW engine.**  
**J. RICHARDSON AND SONS, LTD.,** 100 Dudley T. Rd. East, Oldbury, Birmingham. Broadwell 1840 and 2800. 902-451

**FORD THAMES AND FORDSON**

**1959** Short-wheelbase steel-bodied tipper, 7-tonner, 6D, excellent condition, 6095. Also 1958 4D 5-ton, Balco extension, perfect motor, £540. Bargain. Grand Service Station, Alum Rock, Birmingham. East 3919. 903-xD2893

**1958** Thames Trader diesel 7-ton long-wheelbase drop-side truck, one owner from new, very good condition, £500. Sam Robbins, Ltd., Bilston Rd., Rugby. Phone 2063. 903-9875

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**Used Goods Vehicles (contd.)**

**BENTLEY BROS. (SHEFFIELD), L. TD.**

71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

**1956** FORD THAMES 4D with meat container body, this unit is in good workable condition and in primer finish. £195. 902-65

**NEW FORD 5-cwt. van, choice of colour, £361.**

**1960** FORD Trader 6D articulated outfit, 25-ft. platform, S.A.E. pin, air brakes, heater, £1,250.

**1960** FORD 6D 5-ton Trader, long-wheelbase drop-side, £650.

**1959** FORD 6D 7-ton Trader, 18-ft. platform, exceptional, £725 and £650.

**1959** FORD 7-cwt. van, £235.

**1955** FORD 4D long-wheelbase tipper, recent repaint, well shod, £325.

**1955** FORD 4D long-wheelbase 16-ft. drop-side, £285.

**1952** FORD E17 6-tonner, 16-ft. steel drop-side, reconditioned P6, new tyres, £175.

**OFFICIAL FORD dealers.**

**JOHN JORDAN, Manor Garage, Sandy, Beds.** Phone, Sandy 271-2. 902-109

**GORDON KING MOTORS, L. TD.**

FORD AND THAMES DEALERS

**TRADER 4D** diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered ex works for early delivery, £1,220.

**TRADER 4D** diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, immediate delivery from stock, £1,245.

**1959** Thames Trader 7-ton 7-cu.-yd. tipper, Anthony gear, £730.

**MITCHAM LANE, S.W.6. Streatham 3133-4.** 902-172

**1960** Registered May, 7-ton 6D Trader tipper, 6-cu.-yd. steel body, Anthony tipping gear, low mileage, very good condition, £875. Automotive Services, Ltd., 50a Overdale Rd., Ealing, W.5. Phone, Eal 3652. 902-104

**1956** THAMES 2-ton diesel 4D van, painted grey, heater, new battery, £275.  
**OKTHORPE MOTOR CO.,** North Circular Rd., N.13, Fox Lane 0161. 902-232

**1959** THAMES Trader 7-ton, Anthony hoist tipper gear; choice of two, guaranteed, £825. Arnold 7771. 902-218

**1958** Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £465.

**1958** August, Trader 4D 3-ton long-wheelbase truck, low mileage, £425.

**1955** FORD long-wheelbase tipper, steel drop-side body, reconditioned P6 diesel, new tyres, £325. Edware 2572. 902-205

**1956** Thames 5-ton 4D long-wheelbase drop-side truck, £350.

**1959** Thames 2-ton van, in excellent condition, £525.

**1957** Thames 7-cwt. van, new engine and tyres just fitted, £335.

**1957** Thames 7-cwt. van, good condition, £200.

**1959** Thames 7-cwt. van, with extras, good condition, £275.

**COOMBS COMMERCIALS (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 902-387

**ONE 5-ton 6D long-wheelbase truck, 1959, good condition.**

**LATE 1955 3-ton THAMES 4D drop-side truck, nice condition.**

**1959** THAMES Trader 6D 6-cu.-yd. Anthony drop-side, ex 9,000 20, immediate vehicle.

**COOMBS SERVICE STATION (Ford Main Dealers),** By-pass Rd., Guildford 62962. 902-424

**1957** FORD Trader 5-ton 6D drop-side tipper, 2-speed axle. 902-402

**CARMAQ, of London, Leighton Rd., London, N.W.5.** Gulliver 5555. 902-402

**1960** FORD Trader 6-wheel long-wheelbase tipper, county double-drive axle, 9,000 x 20 tyres, 18-ft. steel body, low mileage, cost £2,700, bargain at £1,600.

**1956** FORD 4D 4-ton long-wheelbase truck, Balco extension, 16-ft. body, excellent condition, £225.

**COX'S MOTORS (HILL TOP), LTD.,** 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 902-461

**1959** December, 7-ton Trader, 20-ft. platform, very clean vehicle, 9,000 x 20 tyres, £775 o.n.o. Cop 4777 or 4713. 902-431

**1960** THAMES Trader 6D diesel long-wheelbase drop-side truck, £685.

**DAWNIE MOTORS, LTD.,** Ewell By-pass, Surrey. Ewell 2382. 902-482

**1959** Trader artic. unit, heater, 2-speed axle, automatic coupling, 6-cylinder diesel, choice of two, £900.

**1960** THAMES Trader artic. unit, fifth wheel coupling, York 24-ft. trailer, £1,550.

**1960** THAMES Trader 6-wheel platform, power steering and air brakes, £2,000.

**1960** Trader artic. unit, H.T.C. coupling, demonstration model, very low mileage, £900.

**1958** THAMES Trader 5-ton truck, £525.

**1958** THAMES Trader Luton, 900 cu. ft., £700.

**1958** THAMES Trader 7-ton platform body, £720.

**1957** THAMES Trader 5-ton truck, choice of two, £525.

**1958** THAMES Trader 5-ton 6D 6-cu.-yd. tipper, £650; choice of two.

**1958** THAMES Trader 7-ton 6D, 9-cu.-yd. tipper, timber body, £825.

**1957** THAMES Trader 5-ton 4D, drop-side truck, £800.

**1954** THAMES 4D boxvan, 600 cu. ft., £225.

**FRANK G. GATES, LTD.,** Gates Corner, E.18. Wanstead 6633. 902-429

**Used Goods Vehicles (contd.)**

**W. HAROLD PERRY, L. TD.**

MAIN FORD DEALERS,  
FINCHLEY.

**1959** THAMES Trader 7-ton 6D drop-side truck, £975.

**1959** THAMES Trader 7-ton 6D platform truck, £875.

**1959** THAMES Trader 7-ton 6D 20-ft. platform truck, £975.

**1959** THAMES Trader 7-ton 6D 7-cu.-yd. tippers, new Anthony metal bodies and tipping gears, choice of three, £995.

**1959** THAMES 7-ton 6D drop-side truck, low mileage, £975.

**1959** THAMES 5-cwt. van, £310.

**1958** THAMES 15-cwt. van, £350.

**1959** THAMES 15-cwt. van, £375.

**1959** THAMES 7-cwt. van, 7,000 miles only, £335.

**1959** THAMES 7-cwt. van, blue, £335.

**1958** THAMES 5-cwt. van, £285.

**GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.**

**297 BALLARDS LANE, North Finchley.**

**HILLSIDE 8888.** 902-449

**THREE** WOT6s, unregistered, ex Ministry of Supply, A. R. Lewis, 8-15 Farm St., Birmingham, 17. Phone, Northern 8933. Harborne 3935. 902-290

**FORD 5-ton long-wheelbase, 1955, P6 engine, very clean, £265.**

**TRADER 7-ton 1959 long-wheelbase twin-ramp tipper, £675.**

**D. EASTWOOD COMMERCIALS, 27 Aston R.4, North, Birmingham. Phone, Ast 3467. 902-286**

**FORD Trader 1957 4D drop-side truck, 35,000 miles, well maintained, £325. S. H. Pratt and Co., Ltd., Bois Lane, Chesham Bois, Amersham. Phone, Amersham 524. 903-xB3118**

**1958** Trader 5-ton long-wheelbase truck, 6D, clean, £465. Phone, Tideway 4441. 902-504

**1959** Trader 7-ton long-wheelbase truck, 6D, new tyres, clean, £655. Phone, Tideway 4441. 902-505

**PERRY'S OF EDWARE.**

MAIN FORD DEALERS.

THE following THAMES Traders for immediate delivery.

**6** X 2 County conversion, 138-in. wheelbase, 18-cu.-yd. fixed side tipper with Eaton axle.

**7-TON 8-cu.-yd. Anthony hoist tipper with heavy-duty equipment.**

**ALSO full range 2-ton-7½-ton standard trucks always in stock.**

**51-53 HIGH STREET.**

EDWARE, MIDDX.

Edware 2353. 902-555

**1960** THAMES Trader, 108-in. wheelbase chassis-cab, 9,000 x 20 tyres, painted green, flashers, fitted with new Anthony hoist tipping gear and 6-cu.-yd. body. £895.

**MEARS MOTORS, Upper Richmond Rd. West, S.W.14.** Phone, Prospect 2235. 902-566

**1960** Thames Trader 7-ton long-wheelbase truck, very small mileage, £850.

**1960** Thames Trader 7-yd. tipper, Edbro gear, steel drop-side body, in very nice order, very low mileage, £850.

**ALSO several other good Traders in stock. Terms and exchanges.**

**RUSH GREEN MOTORS, Laneley, Hitchin, Herts.** Stevenage 174. 902-541

**FORD DG 8-wheeler 24-ft. platform, 6LW Gardner, 40 x 8 tyres, just off service, West Town Diesel, Broad Street Garage, Dewsbury, Yorks. Phone 3504. 902-334**

**Ford Thames and Fordson Wanted**

**WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. (Cire 2033-4.) 902-473**

**GUY**

**GUY 8-wheeler, demonstration model, greatly reduced. Box CM0111, care of "The Commercial Motor."**

**GUY Invincible 4-wheeled 11-ft. 6-in. wheelbase chassis and cab, Gardner 6LW engine, p.l.-u. unit, for immediate delivery. R.T.S. (Hackney), Ltd., 21-37 Arbatus St., E.8. Clissold 5920. 902-481**

**NEW GUY Light 8-wheeler chassis-cab with or without 24-ft. bodywork. Immediate delivery.**

**NEW GUY Invincible 8-wheeler chassis-cab, Gardner 6LX double drive, immediate delivery.**

**T. RICHARDSON AND SONS, LTD.,** 100 Dudley T. Rd. East, Oldbury, Birmingham. Broadwell 1840 and 2800. 902-453

**1958** Otter, 4LX, new 18-ft. platform, new gearbox and clutch, 2-speed axle, £650. Phone, Tideway 4441. 902-506

**1956** GUY Invincible 8-wheeler tipper, Gardner 6LW engine, 5-speed D.B. box, double drive, air brakes, 24-yd. alloy body, reconditioned tipping gear, in good order, a very good, sound vehicle, £1,950. Forge Car Sales, 246-50 Nelson Rd., Gillingham, Kent. Gillingham 51635. 902-x3144

**JENSEN**

**ARTICULATED 2-ton boxvan body, Ford 10 reconditioned unit recently fitted, 1952, bargain, £45. 17 Church Lane, Glebe Farm, Birmingham. Ste 1431. 903-xB2893**

## LAND ROVER

K.J. MOTORS, LTD., offer:-

1959 LAND ROVER pick-up, canvas tilt, demisters, chrome hub caps, fitted diesel engine, one owner, low-mileage vehicle in faultless condition, finished in bronze green, £595.

WIDMORE RD., Bromley, Kent Ravensbourne 3456, 902-269

GOOD selection of used LAND ROVERS always in stock.

COMBES COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

## LEYLAND

A T Winfield's, Wolverhampton St., Walsall 27161.

LEYLAND Comets, long and short, tippers and trucks. Being replaced by new vehicles. From £500.

1954 LEYLAND Octopus, 24-ft. platform, well shod and sound, needs attention for sale due to pressure of work at £750.

1954 LEYLAND Comet, fitted Homilloy air flow, bulk powder body, £525.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271.

LEYLAND, 1959, LEYLAND Super Comet tractor unit, L air brakes, fifth wheel coupling, immaculate, choice of five.

OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201.

1956 LEYLAND Octopus, choice of three, fitted with 24-ft. Duramin platform, excellent condition, George Road (Transport), Ltd., Mitcheldean, Glos. Drybrook 236.

1955 Comet long-wheelbase platform, £550.

1956 Comet long-wheelbase tipper, £750.

1956 Comet tractor, fifth-wheel coupling, £595.

1948 Octopus long-wheelbase platform, choice of three up to 1955, from £500.

1959 Comet with Boys axle, chassis and cab, £1,575.

1960 Octopus tipper, 25,000 miles, £3,800.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone Bawtry 262.

1955 LEYLAND Comet with alloy platform body, £495.

CARMO, of London, Leighton Rd., London, N.W.5, Gulliver 5555.

1955 LEYLAND Octopus platform truck, Jeffreys Commercial Motors, Phone, Swansea 902-306

## BROWNHILLS MOTOR SALES,

LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

EARLY delivery of new LEYLAND Comets and Super Comets.

SEE our advertisement under Used Goods Vehicles Unclassified.

## BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 902-292

1956 LEYLAND Octopus, 8-wheel, double drive, air brakes, cab and body in excellent condition, good tyres; two in stock.

1954 LEYLAND Octopus, 8-wheel, double drive, vacuum servo brakes, 40 x 8 tyres, cab and bodywork excellent, tyres very good.

1954 (Late) LEYLAND 6-wheel Hippo, £775.

1946 LEYLAND Beaver, interim model, £450.

1947 LEYLAND Beaver, 600 engine, £525.

J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331, 902-325

1956 LEYLAND Octopus chassis and cab, air brakes, excellent condition and tyres.

BRAMWELL, PRESTON AND CO., LTD., Phoenix St., Bury, Lancs. Phone 4523 and 1900.

1959, October, LEYLAND Super Comet, 6-wheeler, Boys 3rd axle, 23-ft. 6-in. drop-side body, 32,000 miles only, as new, £2,100.

1955 LEYLAND Comet 90, normal control long-wheelbase tipper, steel body, Eaton 2-speed axle, £575.

COW'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 902-464

## MAUDSLAY

1949 MAUDSLAY 8-wheel double-drive, 9.6 engine, platform, £400. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188.

1959, October, LEYLAND Super Comet, 6-wheeler, Boys 3rd axle, 23-ft. 6-in. drop-side body, 32,000 miles only, as new, £2,100.

1955 LEYLAND Comet 90, normal control long-wheelbase tipper, steel body, Eaton 2-speed axle, £575.

COW'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 902-464

## MAUDSLAY

1949 MAUDSLAY 8-wheel double-drive, 9.6 engine, platform, £400. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188.

1959, October, LEYLAND Super Comet, 6-wheeler, Boys 3rd axle, 23-ft. 6-in. drop-side body, 32,000 miles only, as new, £2,100.

1955 LEYLAND Comet 90, normal control long-wheelbase tipper, steel body, Eaton 2-speed axle, £575.

COW'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 902-464

## PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL

DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77, Penryn Rd., Kingston 5618.

1959 MORRIS 3-ton forward-control diesel truck, low mileage, £625.

CARMO, of London, Leighton Rd., London, N.W.5, Gulliver 5555.

1948 MORRIS 30-cwt. builders truck, new battery, reconditioned engine, good tyres, offers, (Croydon) Phone, Uplands 2301.

1958 MORRIS diesel 30-cwt. van, £425.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey, 902-488

## RENAULT

GORDON KING MOTORS, LTD.

SOUTH LONDON RENAULT DISTRIBUTORS

NEW RENAULT Estafette 10-12-cwt. vans, high roof models, standard body (available with side-loading doors), pick-up with tilt, also 8-seater passenger vehicle; available for early delivery. Demonstration vehicles available now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 902-177

1958 MORRIS diesel 30-cwt. van, £425.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey, 902-488

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(Supplement)

## Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.

LEYLAND, ALBION, SCAMMELL

TIPPERS.

1960 DODGE 7-ton with Leyland .350 engine, 15 ft. by 4 ft. timber, fixed sides.

1956 BEDFORD 5-ton tipper, petrol, 12-ft. steel drop-side body.

1957 LEYLAND Comet normal-control medium-wheelbase with Primrose third axle, 16-ft. coal

1955 DODGE 5-ton, P6, 13-ft. 6-in. by 4-ft. timber fixed sides.

1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.

1954 BEDFORD 7-ton tipper, petrol, U-shaped steel body.

1956 BEDFORD 7-ton R6 short-wheelbase forward-control, 11-ft. 6-in. by 4-ft. steel fixed

1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.

1957 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by 4-ft. 6-in. timber fixed sides.

1958 DODGE R6 with Boys third axle, 15-ft. 6-in. by 5-ft. timber with fixed sides; choice of two.

1957 COMMERCIAL TS3 7-ton 13-ft. by 3-ft. timber drop-side.

1955 COMMERCIAL Q4, P6, 10-ft. timber drop-side.

1958 FORD Trader heavy-duty 5-ton, 6D engine, 12-ft. steel fixed side.

1954 BEDFORD 7-ton R6 11-ft. 6-in. steel U tipper.

1957 COMMERCIAL 7-ton TS3, 12-ft. by 3-ft. timber drop side.

## PLATFORM.

1957 COMMERCIAL TS3, 19-ft. timber drop side.

1956 BEDFORD 7-ton R6, 16-ft. timber flat.

1956 BEDFORD normal-control 16-ft. 6-in. (timber flat).

1955 DODGE 6-ton, P6, 16-ft. timber drop side.

1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side body.

1952 E.R.F. 6-wheeler, 24-ft. timber drop side.

1951 FORD Sussex, P6, 18-ft. 6-in. timber drop side.

1953 THORNycroft, 18-ft. timber double-drop side.

1958 BEDFORD forward-control 7-ton, G.M.C. engine, 16-ft. 6-in. timber flat.

1958 COMMERCIAL 7-ton TS3, 16-ft. 6-in. timber drop-side.

1954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat.

1957 BEDFORD 6-ton, 16-ft. timber drop side.

1954 FORD Thames 3-ton 4D 14-ft. 6-in. timber flat.

1960 LEYLAND Comet model CS33R, hub reduction axle, 20-ft. timber drop-side.

1949 SEDDON long-wheelbase drop-side platform.

1958 BEDFORD 7-ton G.M.C. engine, 16-ft. timber flat.

1957 BEDFORD 5-ton G.M.C. engine, 14-ft. timber flat.

## TRACTOR UNITS.

1958 LEYLAND Comet Model ECOS2/8R, Scammell tractor unit.

1958 B.M.C. Scammell tractor unit.

1957 BEDFORD tractor unit, Meadows engine, with FORD Scammell trailer.

1958 FORD Trader artic., 7-ton, 22-ft. Carrimore non-detachable trailer.

## VANS.

1955 BEDFORD 7-ton, 16-ft. 9-in. by 7-ft. 6-in. by 7-ft. 6-in. boxvan body.

## TRAILERS.

NEW 12-ton 25-ft. Scammell automatic-coupling semi-trailers available as chassis only, platform or drop-side, 9'00" x 20' (14-ply) tyres, immediate delivery.

## P.S.V.

1947 BEDFORD 30-seater coach.

## TIPPING GEARS.

EDHRO and Pilot tipping gears in stock for immediate delivery.

FORD AND SLATER, LTD.

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GWENDOLEN ROAD, LEICESTER.

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VAUXHALL AND BEDFORD MAIN DEALERS.  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. Full range nearly always in stock.  
20-ton tandem axle up to 27 ft.  
**TRADE** for: Gloucestershire, Wiltshire, Somerset, Devon  
and Cornwall.

#### NEW VEHICLES.

**A.E.C.** Mandator tractor unit, 11.3-litre engine,  
well low-loader with Thompson 4-ton winch, £5,520.

**A.E.C.** Mercury Mark II long-wheelbase chassis  
and cab, air brakes, on 10.00 x 20 14-ply  
tyres, £2,615.

**BEDFORD** 7-ton J6SCI, normal control, Bedford 300  
engine, 2-speed, 4-speed, 9.00 x 20 12-ply to rear,  
8.25 x 20 12-ply to front, complete with Telechist tipping  
gear and wood drop-side body, £1,566 10s.

**BEDFORD** 10-ton K6AI tractor unit, Bedford 300 diesel  
engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply  
tyres, £1,345 10s.

**BEDFORD** 7-ton KFTCS chassis and cab, complete  
with Telechist tipping gear and steel body, on 9.00 x  
20 12-ply tyres, 2-speed, 4-speed, £2,024 9s. 6d.

**BEDFORD** 7-ton KFLDI, 167 in., 2-speed rear axle,  
4-speed gearbox, 13-in. clutch, on 9.00 x 20 12-ply  
tyres, drop-side complete, £1,492 13s.

**YORK** DW 12-ton 25-ft. vacuum-brake semitrailer, 2-ft.  
headboard, £981 14s.

**YORK** DW2 12-ton 25-ft. vacuum-brake semi-trailer,  
2-ft. headboard, £904 5s.

**YORK** Freightmaster 184, 26 ft. long, 8 ft. 6 in. high,  
vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.

**YORK** TW2A, 26 ft. tandem axle, semi trailer, air  
brakes, 9.00, 2-ft. wood headboard,  
2-speed landing gear, £1,775.

**HANDS** 30-ton 20-ft.-in-the-well low-loader with  
Thompson 4-ton winch, £2,190.

#### LONG WHEELBASE.

**B.M.C.** 1957 diesel rigid 6-wheeler, platform body,  
good condition throughout, £750.

**BRISTOL** 1951 8-wheeler long-wheelbase platform, £725.

**BEDFORD** 1956 7-ton Baico extended, 20-ft. platform,  
with Bedford 300 diesel engine, £650.

**BEDFORD** 1953 5-ton petrol 800-cu.-ft. boxvan, £325.

**DODGE** 1955 RS 7-ton long-wheelbase drop-side, good  
tyres, £325.

**BEDFORD** 1954 3-ton A-type boxvan, petrol, £250.

**AUSTIN** 1952 Loadstar, petrol, 1,200-cu.-ft. pantech-  
nicon, £250.

**BEDFORD** 1954 7-ton long-wheelbase drop-side, R6  
engine, £150.

**BEDFORD** 1957, Comet engine, 7-ton long-wheelbase  
platform, £575.

**COMMER** 1955 25-cwt. van, good condition, £150.

**SENTINEL** 1955, fitted with Gardner 5LW, vertical in  
the cab, mixing pump, shaft, cheap to clear, £400.

**A.E.C.** Mercury, 1955, 20-ft. platform body, in good  
condition throughout, £725.

**ALBION** Rover, 1956, 21-ft. aluminium framed plat-  
form body, standard coachbuilt cab, in exceptionally  
good condition throughout, one owner, £800.

**BEDFORD** 1955, A-type 5-ton long-wheelbase platform,  
P6 diesel engine, good condition and ready for work, £300.

**TKINSON**, 1954, long-wheelbase, twin steer, 5LW  
A Gardner, fair mechanical condition throughout, cab  
and body needs some attention, just out of service, £300.

#### TIPPERS.

**A.E.C.** Mark II, 1956, Pilot twin underbody gear,  
wood fixed-side body in exceptionally good  
condition throughout, ready for immediate hard work,  
£1,600.

**BEDFORD** 1955 A-type 5-ton P6 standard wood body  
tipper, £400.

**E.R.F.** 1949, 4LW Gardner, standard wood body  
tipper, very careful operators, £750.

**B.M.C.** 1956, long-wheelbase tipper, good condi-  
tion, suitable for coal or coke, £575.

**BEDFORD** 1954, 7-ton, R6, U-shaped steel body tipper,  
good condition, £400.

**LEYLAND** Comet, ECQ2/4R, 1957, normal control,  
L long-wheelbase tipper, Pilot twin-ram gear and wood  
drop-side body, in good condition throughout, £1,100.

**BEDFORD** 1958, Comet engine, 7-ton long-wheelbase  
B double-drop-side end tipper, good condition through-  
out.

#### TRAILERS AND ARTICULATED.

**ALBION** Chieftain Scammell, 1955, tractor unit, com-  
plete with Scammell 10-ton 23-ft. platform trailer,  
in good condition throughout, £750.

**BEDFORD** 1952, R6 diesel, Dyson 10-ton semi-low  
loader, twin oscillating axles, eight wheels in line,  
fitted with winch and loading ramps, good condition  
throughout, £350.

**E.R.F.** 1946, Gardner 5LW tractor unit, in excep-  
tionally good condition throughout, £475.

**YORK** DW2 12-ton 26-ft. platform trailer with head-  
board, used a few times only, in absolutely as-new  
condition, £800.

**DYSON** 8-ton independent trailer, drop-side, air  
brakes, choice of two, these trailers are practically  
unused, £650 each.

**DOLLIES.** To convert S.A.E. coupling semi-trailers  
to full trailers; these dollies are by Freuhand and  
are suitable for practically all S.A.E. type semi-trailers,  
£200 each.

**BEDFORD** 1955, A-type tractor unit, petrol engine,  
complete with vacuum brake equipment, no coupling,  
£125.

#### CRANES.

**NEW** Coles 10-ton Rezin diesel-electric crane, 40-ft.  
cantilever jib, mounted on a 1953 Foden double-drive  
8-wheel chassis and cab, £7,750 complete.

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VAUXHALL MAIN DEALERS.  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

### Used Goods Vehicles (contd.)

#### ARLINGTON MOTOR CO. LTD.

OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF USED VEHICLES.  
SALES DEPARTMENTS OPEN UNTIL 5 P.M.  
SATURDAYS.

#### VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt.  
vans and personnel carriers, many types.

#### TRUCKS.

**1959** BEDFORD 350-cu.-in. Comet engine, 7-ton,  
long-wheelbase, 16-ft. double-drop-side body.

**1958** Thames Trader diesel 3-ton with 11-ft. 6-in.  
double-drop-side body.

**1957** BEDFORD diesel 6-ton forward-control with  
16-ft. double-drop-side body.

**1956** COMMER, petrol, 5-ton normal-control with  
14-ft. double-drop-side body.

**1955** FORD Thames 4D 5-ton platform.

**1955** BEDFORD diesel 7-ton forward-control with  
16-ft. double-drop-side body.

**1954** BEDFORD diesel 5-ton with 14-ft. double-  
drop-side body.

**1953** LEYLAND Comet platform vehicle, 17-ft. 6-in.  
body, choice of two (at Cardiff).

**1953** LEYLAND Comet, 9.00 x 20 tyres, 17-ft. alloy  
platform, very clean.

#### TIPPERS.

**1959** BEDFORD diesel 6-ton tipper, Anthony gear  
and bodywork, 7.50 x 20 tyres (at Cardiff).

**1958** BEDFORD diesel 6-ton normal-control tipper.

**1957** LEYLAND Octopus tipper, Pilot underbody  
gear, light alloy 14-cubic-yard body, 9.00 x 20  
tyres (at Cardiff).

**1957** ALBION Clydesdale tipper, Comet engine, 10.00  
x 20 tyres (at Cardiff).

**1957** BEDFORD diesel 7-ton tipper, Leyland engine,  
3-speed gearbox, drop-side body, 8.25 x 20  
tyres (at Cardiff).

#### LUTONS.

**1954** LEYLAND Beaver, fitted with aluminium box-  
van, very clean condition.  
IMMEDIATE delivery new BEDFORD diesel 4-ton,  
1,300-cu.-ft. Luton body.

#### ARTICS.

**1959** BEDFORD 10-ton tractor unit with 23-ft.  
10-ton Scammell trailer.

**1958** BEDFORD (Leyland diesel) Scammell tractor  
and 25-ft. trailer, excellent condition through-  
out, very good tyres (at Cardiff).

**1954** ALBION Chieftain 10-ton tractor with 23-ft.  
10-ton wooden trailer.

#### HEAVY VEHICLES.

**1955-56** LEYLAND Octopus 8-wheeler platform.

**1957** ATKINSON 8-wheeler, 11.3 A.E.C. engine and  
gearbox, 24-ft. drop-side.

**1955** A.E.C. 8-wheeler.

COMPREHENSIVE RANGE OF NEW BEDFORDS  
ALWAYS IN STOCK.

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
Howard 1266.

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#### ARLINGTON MOTOR CO. LTD.

902-93

PHILLIPS MOTOR SERVICES (SHEFFIELD),  
LTD.

A.E.C. DODGE, TROJAN SERVICE.  
OFFICIAL TECALEMIT SYNDROMIC FITTING  
STATION.

#### NEW VEHICLES IN STOCK FOR

#### IMMEDIATE DELIVERY.

**DODGE** 8-ton long-wheelbase chassis and cab.

**TROJAN** 25-cwt. van, P4 engine.

**FORD** Trailer long-wheelbase chassis and cab (75 model).

**FORD** Trailer long-wheelbase, complete with tipper and  
body (75 model).

**SECOND-HAND** vehicles.

**1958** SEDDON long-wheelbase, 4-cylinder Gardner,  
DODGE Twin Steer tipping vehicle.

**1958** A.E.C. Mercury (alloy body).

**1957** BEDFORD long-wheelbase drop-side, £375.

**1956** A.E.C. Mercury long-wheelbase,

**1955** B.M.C. long-wheelbase 7-ton, 2-speed axle, etc.

**1955** ALBION Chieftain long-wheelbase.

**1952** BEDFORD long-wheelbase 7-ton drop-side.

#### 443 HANDSWORTH ROAD.

SHEFFIELD, 13,  
Woodhouse 2541 (three lines).

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Bradford 22377-8-9.  
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Pendleton 2845-6.  
KINGSWAY WEST, DUNDEE.  
Dundee 66336.

**1957** A.E.C. Majestic, 9.6 engine, air brakes, chassis  
cab only.

**1957** Thames Trader, 6D engine, 17-ft. 6-in. platform  
body.

**1955** E.R.F. twin steer, 5LW engine, 20-ft. platform  
body.

**1959** GUY Warrior, A.E.C. 7.75 engine, 2-speed axle,  
20-ft. alloy platform body.

**1950** MAUDSLAY Meritor 8-wheel tipper, double  
drive.

**1959** LEYLAND Super Comet tractor unit, fifth-  
wheel coupling, air brakes, immaculate con-  
dition, choice of two.

**BRISTOL** crawler tractor, Model 22, P3 diesel engine,  
B complete with Trak Grips.

**1958** A.E.C. Mammoth Major 8-wheeler, 9.6 engine,  
double drive, 24-ft. platform body.

**1959** COMMER TS3, 2-stroke engine, 17-ft. 9-in.  
drop-side body.

**1958** B.M.C. tractor unit, 6-cylinder diesel engine,  
fifth-wheel coupling.

**1948** MAUDSLAY Mogul, 7.7 engine, 18-20-ft. plat-  
form body.

**CARRIMORE** 4-wheel trailer, 16-ft. wood platform body.

**1958** SEDDON, 4LW engine, 2-speed axle, 18-ft.  
body.

**1959** ALBION Chieftain, 4-cylinder Albion engine,  
6-speed gearbox, 18-ft. platform body, choice  
of two.

**1959** FODEN 6-wheeler, 2-stroke engine, air brakes,  
22-ft. 6-in. wood platform body, immaculate.

**1959** ALBION Clydesdale tractor unit, Leyland 375  
engine, fifth-wheel coupling.

**1959** GUY light 8-wheeler, 7.75 engine, 2-speed axle,  
24-ft. platform body.

**1958** B.M.C. tractor unit, 6-cylinder diesel engine,  
fifth-wheel coupling.

**1958** COMMER TS3, 2-stroke engine, 18-ft. plat-  
form body.

**1958** COMMER TS3, 2-stroke engine, 18-ft. plat-  
form body.

**AUSTIN** (B.M.C.) 7-ton, 6-cylinder diesel  
engine, 2-speed axle, 17-ft. platform body.

**1955** FODEN 8-wheeler, 6LW engine, double drive  
24-ft. platform body.

**1959** (Late) FODEN 8-wheeler, 2-stroke engine, single  
drive, 24-ft. 6-in. platform body, immaculate.

**1954** LEYLAND Comet 90, 6-wheeler, Boys axle,  
18-ft. drop-side body.

**1955** ALBION Chieftain tractor unit with Carrimore  
semi-trailer.

**1958** Thames Trader, 6D, Baico extensions, 23-ft.  
6-in. platform body.

**1960** (Late) B.M.C. 7-ton tipper, power steering,  
2-speed axle, 11-ft. 6-in. steel tipping body,  
immaculate, licensed, choice of six.

**1959** June, A.E.C. Mercury, Mark II, 7.75 engine,  
air brakes, 20-ft. platform body.

**1958** A.E.C. Mammoth Major 8-wheeler, 9.6 engine  
single drive, 23-ft. platform body.

#### ALL INQUIRIES—PHONE OR CALL

#### USED VEHICLE DIVISION.

BURNLEY.

Phone 2201-4.

PART-EXCHANGES ARRANGED. 902-36

#### L. A. RICH

OFFERS EX MINISTRY VEHICLES.

**FORDSON** ET6 petrol 6-wheeler chassis and cab, 9.00  
x 20 tyres, £200.

**BEDFORD** QL 4 x 4, Grade 1, £175.

**BEDFORD** QY 4 x 4 Grade 2, £125.

**BEDFORD** QL 4 x 4, Grade 3, choice of 20 vehicles, £95.

**BEDFORD** QY 800-gal. petrol tanker, £150.

**BEDFORD** QY 500-gal. water tanker, £145.

**AUSTIN** K5 6-wheeler chassis and cab, choice of 10.  
£165.

**AUSTIN** K3 Civil Defence rescue vans, £90.

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514 COLDHAM'S LANE, CHERRY HINTON.  
Phone. CAMBRIDGE 87597. 902-77

#### L. F. DOVE (C.V.), LTD.

**1958** AUSTIN 15-cwt. Omnivan, guaranteed, £285.

**1957** AUSTIN 3-ton diesel drop-side, overhauled,  
guaranteed, £415.

**1956** AUSTIN 3-ton diesel drop-side truck, bolster,  
guaranteed, £395.

**1951** COMMER 3-ton boxvan, £195.

THE above vehicles are all free of signwriting.  
NEW vehicles for immediate delivery.

**AUSTIN** 7-ton 7-yd. diesel tipper, power steering,  
5-speed gearbox, Pilot all-steel body and twin under-  
body ram, 9.00 x 20 tyres, calibrated.

**DOVE** distributor standard alloy van, 625 cu. ft., on  
AUSTIN FG 3-ton 145-in. diesel chassis-cab.

#### L. F. DOVE (C.V.), LTD.

98 LOWER ADDISCOMBE ROAD,  
CROYDON.  
Addiscombe 3131 (five lines). 902-561

## Used Goods Vehicles (contd.)

### W. JONES (MANCHESTER), LTD.

- 1960 FORD Trader short-wheelbase tipper, choice of ten from £750.  
 1960 B.M.C. diesel artic. unit with 25-ft. trailer, Tasker coupling, £1,175.  
 1960 FORD Trader 7-ton flat, small mileage, choice of 20 from £750.  
 1959 BEDFORD 5-type 7-ton short-wheelbase diesel tipper, 2-speed axle, £685.  
 1959 FORD Trader 6D 7-ton long-wheelbase tipper, new wooden drop-side body fitted, £875.  
 1959 FORD Trader 6D 7-ton short-wheelbase tipper, choice of ten from £650.  
 1959 FORD Trader 6D 7-ton flat, choice of 20 from £625.  
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 1956 B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.  
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**1956** DODGE 6-ton long-wheelbase diesel platform truck, 2-speed axle, good reliable vehicle, £225.  
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**COMMER** 1955 7-ton 1,250-cu.-ft. Luton van, Burton-wood tail lift, small mileage.

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**1957** BEDFORD Workabus, £300.  
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**NEW** York and B.T.C. semi-trailers, 12- and 15-ton 4-line, immediate delivery.  
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**BEDFORD** 1956 7-ton long-wheelbase tipper, Meadows diesel.  
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**BEDFORD** 1959 with Boys third-axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.  
**COMMER TS3**, 1957, with Boys third axle, 22-ft. platform body.  
**COMMER TS3**, 1958, with Boys third axle, 17-ft. alloy tipping body, Edbro gear and 2-speed axle.  
**BEDFORD** 7-ton 1960 normal-control short-wheelbase steel-body tipper.  
**FORD** Trader, 1958, platform body.

**COMMER** coach, Albion engine, suitable for carrying workmen.  
**DODGE** twin steer, 1960, Leyland engine, steel-bodied tipper.

**TERMS AND PART-EXCHANGES.**

**CENTRAL GARAGE,**

**SOUTH ELMSALL,** 902-322

**E. J. BAKER AND CO. (DORKING), LTD.**  
BIRCHT ROAD,  
ALDERSHOT.  
Phone 24242-3-4-5.

**1958** BEDFORD 5-ton long-wheelbase petrol engine drop-side truck, very clean, ex C licence, £485.  
**1955** BEDFORD 7-ton short-wheelbase Mk. II, R6 diesel engine, 6-cu.-yd. steel drop-side bodies, underfloor gear, from £375.  
**1953** BEDFORD 7-ton, petrol engine, long-wheelbase drop-side wood 6-cu.-yd. tipper, £285.  
**1952** FORD V8, petrol engine, 1,000-cu.-ft. Luton van, £85.  
**February**, AUSTIN A55 van, blue (no lettering), heater, £395.  
**CHOICE** of several 12-seat P.S.V. passenger vehicles Bedford and Ford. 902-439



## Used Goods Vehicles (contd.)

**S. H. HUGHES (COMMERCIAL), LTD.**  
LODGE GARAGE,  
WHITEHALL ROAD, GOMERSAL,  
NEAR LEEDS.

### OFFERS FOR IMMEDIATE DELIVERY—

**NEW ALBION**, long wheelbase, 9.00 x 20 tyres, 6-speed box.  
**NEW ALBION**, medium wheelbase, fitted new gear, 9.00 x 20 tyres, 6-speed box, body to specification.  
**NEW ALBION**, short wheelbase, fitted new gear, body to specification.  
**NEW ALBION** Chieftain tractor with 2-speed axle and Scammell coupling.  
**NEW BEDFORD TK 7T**, long wheelbase, 9.00 x 20 tyres.  
**NEW B.M.C.** 7-tonner drop-sided lorry.  
**NEW FORD** Trader, 160-in. wheelbase, 7½ tons, 9.00 x 20 tyres.  
**NEW FORD** Trader, long wheelbase, Anthony hoist and Edbro.  
**NEW FORD** Trader tractors with fifth-wheel coupling.  
**NEW E.R.F.** 4.4 (G), Eaton 2-speed, 20-ft. flat.  
**NEW ALBION** Clydesdale, long wheelbase.  
**NEW LEYLAND** 8-wheeler.  
**NEW BEDFORD TK 7-ton** 120-in. wheelbase tippers, steel drop-sided bodies.  
**NEW TK tractor** fitted with Scammell coupling and Leyland Comet engine.  
**NEW A.E.C.** Mustang twin steers.  
**NEW A.E.C.** Mercury Mk II 11-ft. 6-in. wheelbase tipper chassis and cab.  
**NEW A.E.C.** Mercury long wheelbase.  
**NEW A.E.C.** Mandator tractors, fitted 11.3 engine.  
**NEW E.R.F.** tractors, LX engines.  
**NEW FODEN** tractor unit with LX engines.  
**NEW FODEN** 8-wheeler, 12-speed box.

**1960** GUY Invincible, fitted with Meadows 6-cylinder (Rebuilt) ALBION H.D. 8-wheeler.  
**1959** GUY 8-wheeler, fitted Meadows engine, choice of two.  
**1957** ATKINSON, double drive, 24-ft. flat, fitted reconditioned 11.3 engine.  
**1956** LEYLAND 600 chassis and cab, double drive, £1,200.  
**1955** A.E.C. Mammoth Major, fitted 27-ft. 6-in. cattle container with sheep racks, 9.6, double drive, £1,200.  
**1953** ATKINSON, 6LW, double drive, 24-ft. flat.  
**1950** MAUDSLAY, 6LW, double drive, 24-ft. flat, £650.

### USED 6-WHEELERS.

**1946** ATKINSON, 5LW, 22-ft. 6-in. platform body.

### USED 4-WHEELERS.

**1960** FORD Trader, fitted with drop-sided body, 9.00 x 20 tyres, immaculate, choice of two, £950 each.  
**1959** FORD Trader, fitted flat platform body, 9.00 x 20 tyres, immaculate condition, £900.  
**JULY** and September, 1959, COMMERCIAL TS3, fitted 9.00 x 20 tyres, 18-ft. 6-in. bodies, immaculate condition, choice of two.  
**1957** ALBION Clydesdale, Comet engine and Hydro-vac brakes, 20-ft. flat.  
**1955** DODGE, fitted drop-sided body, 18 ft., R6 engine, immaculate condition, £600.  
**1954** A.E.C. Monarchs, fitted 20-ft. flats, 7.7 engines, 10.00 x 20 tyres, trailer gear, privately owned by C-licence operator, choice of three.  
**1954** E.R.F., 5LW, 20-ft. flat, 9.00 x 20 tyres, £675.  
**1952** A.E.C. Monarch, fitted 20-ft. alloy body, 10.00 x 20 tyres, immaculate, C-licence operator.  
**1952** TILLING-STEVENS, fitted 1,500-cu.-ft. furniture van.  
**1950** GUY Otter, 4LK engine, drop-side body, £350.

**A** Number of 1952 ALBION Chieftain 16-ft. flats.

### USED TWIN STEERS.

**1954** E.R.F., 5LW, 22-ft. flat, £950.  
**1948** MAUDSLAY 21-ft. flat, £375.  
**1954** 57 SEDDON flats, choice of four, from £300 each.

### USED TRACTORS.

**1958** BEDFORD-SCAMMELL, fitted 2-speed axle, as new.  
**1957** DODGE, Perkins P6, Scammell coupling, immaculate condition, £350.  
**1956** FODEN, 6LW, fitted 12-speed box and power winch.  
**1956** 57 SEDDON R6 tractors, fitted fifth-wheel coupling, 2-speed axles, C-licence operators.  
**1953** LEYLAND Comet 90, 2-speed axle, Scammell coupling, £425.

### USED TIPPERS.

**NOVEMBER**, 1958 COMMERCIAL TS3 4-wheeler, fitted with Milshaw double-ram gear, alloy bodies, 16 ft. long, choice of two, these machines are in immaculate condition throughout.  
**1960** B.M.C., fitted power steering, 2-speed axles and alloy bodies, long wheelbase, choice of three.  
**1957** SEDDON, fitted wood coal body.  
**1957** BEDFORD R6 long-wheelbase double-ram tipper.  
**1954** A.E.C. (rebuilt), 7.7 engine and double drive fitted, alloy tipping body.  
**1954** A.E.C. Monarchs, fitted new gears and new bodies, ex petrol company, choice of three.  
**1950** LEYLAND Comet, fitted with new gear, choice of two.

(Continued in next column)

## Used Goods Vehicles (contd.)

### USED CATTLE TRUCKS.

**1954** BEDFORD petrol 7-tonner, fitted with new cattle container, £725.  
**1953** SEDDON, R6, fitted with new cattle container, 16 ft., 6 in. long.

### USED TRAILERS.

**2,000**-GAL. tank, ex petrol company, Scammell trailer, five compartments, as new.  
**CARRIMORE** trailers, 24 ft., 9.00 x 20 tyres, fifth wheel coupling and retracting coupling.  
**20**-FT. SCAMMELL coupling trailer.  
**A** Number of 4-wheel trailers from 3 tons to 8 tons

### NEW TRAILERS.

**NEW B.T.C.** trailer, 26 ft. long, fifth-wheel coupling, 4.00 x 20 (16-ply) tyres, immediate delivery.  
**NEW SCAMMELL** trailers, 25 ft. long, 9.00 x 20 tyres, Scammell attachments, immediate delivery.  
**NEW SCAMMELL** trailers, fifth-wheel couplings, 25-ft. 12-tonners.  
**S**PARES for all types of vehicles including 6, 5 and 4 Gardner engines, Perkins R6 and P6, 4LK, A.E.C. 7.7 and 9.6. Axle and gearboxes and wheels.

### HIRE-PURCHASE.

### PART-EXCHANGES.

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NIGHT PHONE, CLECKHEATON 2461-2.  
MIRFIELD 2370.  
WALES: R. COWDELL, Newport 59856, 902-534

### SPA GARAGES (LEEDS), LTD.

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### FOR

### ALBION-LEYLAND-COMMER.

**NEW** COMMERCIAL TS3 chassis and cab, 13-ft. 6-in. wheelbase, 9.00 x 20 tyres, 5-speed gearbox, helper springs, heater, etc., for immediate delivery.  
**1960** FORD Trader, 7-ton, long wheelbase, 9.00 x 20 tyres, heater, flasher, 18-ft. drop-side body, small mileage, excellent condition.  
**1958** FORD Trader, 7-tonner, long wheelbase, 8.25 x 20 tyres, 18-ft. Jennings cattle conveyor body, excellent condition.  
**1958** BEDFORD 7-ton short wheelbase, Comet engine, 9.00 x 20 tyres, twin-ram end rear, steel body with fixed sides.  
**1958** BEDFORD-SCAMMELL tractor unit, Comet engine, 8.25 x 20 tyres.  
**1958** BEDFORD 7-ton, long wheelbase, Comet engine, 9.00 x 20 tyres, drop-side body.  
**1957** AUSTIN B.M.C. 7-ton, 9.00 x 20 tyres, 2-speed axle, power steering, Baico extension, 20-ft. panelled drop-side body.  
**1957** FORD Trader, short wheelbase, 7-ton, under-floor tipping gear, steel body with detachable sides.  
**1956** AUSTIN B.M.C. 7-ton, 8.25 x 20 tyres, 18-ft. platform body.  
**1955** BEDFORD chassis and cab, Baico extension, petrol engine.  
**1954** THORN-CROFT Trident, diesel engine, 9.00 x 20 tyres, 20-ft. platform body.  
**1954** ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.  
**1950** FORD Thames, long wheelbase, P6 engine, 8.25 x 20 tyres, drop-side body. 902-494

### HIGHFIELDS GARAGE.

BAKER ROAD,  
NEWTORPE, NOTTINGHAM.  
Phone, Kimberley 3161.

**S-TYPE** BEDFORD-SCAMMELL articulator, 1952, rebuilt with new cab and B6 engine, etc., 1960 with 20-ft. flat trailers.  
**W**ILL separate any of the above.

**S-TYPE** BEDFORD, 1952, rebuilt with new cab and P6 engine, 1960, 17-ft. flat body.  
**D**ODGE 7-ton 1955 drop-side 19-ft. truck, new R6 engine.  
**T**RADER medium-wheelbase tipper, 1959, steel body.

**A**USTIN 6 x 4, all spares available.

**F**ULL details on application. 902-471

### ELT BROS., LTD.

**NEW** BEDFORD TK 4-ton 135-in. wheelbase diesel lorry.  
**NEW** BEDFORD J-type 4-ton 161-in. wheelbase diesel lorry, 2-speed axle, 5-speed gearbox, 9.00 x 20 12-ply tyres.  
**NEW** BEDFORD TK 151-in. wheelbase diesel chassis-cab, 2-speed axle, 5-speed gearbox, 9.00 x 20 tyres.  
**NEW** BEDFORD J-type 4-ton 161-in. wheelbase diesel lorry.  
**1952** BEDFORD 30-cwt. lorry, £75.  
**1956** MORRIS 30-cwt. (petrol) lorry, sound and very clean, £195.  
**1955** BEDFORD SB alloy 1,600-cu.-ft. Luton van (petrol), excellent vehicle, £650.  
**1956** THAMES 4D 30-cwt. lorry, excellent condition, £345.  
**1947** BEDFORD O model 4-ton long-wheelbase lorry, £45.  
**1954** BEDFORD R6 diesel 7-ton long-wheelbase lorry, £185.  
**1951** 53-54-55 FORD Thames 10-cwt. vans from £15.

PART-EXCHANGES AND HIRE-PURCHASE A PLEASURE.

### ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS.  
DEAKINS ROAD,  
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## Used Goods Vehicles (contd.)

### WADHAM'S, LTD.

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**WE** will shortly have to offer a number of Morris-Commercial and Commer 5-ton petrol model trucks, also Dennis Pax trucks fitted with P6 engines and one with a petrol engine.  
**THESE** vehicles are part of a brewer's fleet, they have always been well maintained mechanically and the bodies are in good condition throughout.  
**THE** price of these vehicles is from £50 each and we will be pleased to furnish detailed descriptions upon receipt of a request.

**A WADHAM (HOLDINGS) COMPANY.** 902-447

**LEYLAND.**

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**LEYLAND.**

**1959** LEYLAND Comet forward control, long wheelbase, platform body.

**1958** LEYLAND Comet forward control, long wheelbase, drop-side body.

**1957** LEYLAND Comet forward control, fitted 12-ft. 6-in. alloy tipping body.

**1956** LEYLAND Comet forward control, fitted 12-ft. tipping body.

**1956** ALBION Reiver 6-wheel tipper, detachable coke extensions, Comet engine, 6-speed gearbox.

**1958** COMMERCIAL TS3 long-wheelbase, new platform body, tyres almost new, fitted flashing indicator, heater, overdrive.

**1957** COMMERCIAL TS3 long-wheelbase drop-side body, C-licence user.

**1957** COMMERCIAL TS3 tractor unit, Scammell coupling.

**1957** December, BEDFORD long-wheelbase tipper, fitted Comet engine.

**1957** FORD Trader short-wheelbase tipper, very clean condition.

**1961** LEYLAND Hippo 6-wheeler double-drive.

**1961** LEYLAND Super Comet tractor unit.

**1961** LEYLAND Super Comet long wheelbase.

**NEW** 25-ft. Scammell trailers, 12 and 14 ton, Scammell coupling or S.A.L. pin, ex stock.

**EARLY** delivery of new Leyland and Albion chassis.

### BROWNHILLS MOTOR SALES.

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BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 902-296

### DARTMOUTH GARAGE.

### USED COMMERCIALS.

### ALL IN GOOD CONDITION.

**A**USTIN 5-ton drop-side, diesel, 1955.

**A**USTIN 152 bulk van, 9 ft. 10 in. by 6 ft. 2 in. by 5 ft. 8 in. double door and tailboard, £450.

**B**EDFORD 1952 prime mover, fitted with Bedford diesel engine.

**C**OMMER 30-cwt. diesel 1957 van.

### AUSTIN COMMERCIAL DISTRIBUTORS.

### DARTMOUTH GARAGE.

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WEST BROMWICH.  
Phone, Wes 2441-6. 902-470

### HILLS.

**B**EDFORD 35-cwt. coachbuilt drop-side truck, diesel, 4,750 miles only, first registered 1960, £665.  
**B**EDFORD 7-ton boxvan, diesel, 17 ft. x 7 ft. x 7 ft. 6 in., first registered August 1956, £675.  
**B**EDFORD 7-ton drop-side truck, diesel, 2-speed axle, first registered October 1958, £595.  
**B**EDFORD 7-ton drop-side truck, diesel, first registered May 1957, £565.  
**D**ODGE 7-ton chassis-cab, fitted with detachable double-decker cattle-truck body, first registered 1959, £775.

### HILLS GARAGES (MANCHESTER), LTD.

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### COMMERCIAL VEHICLES (BURTON ON TRENT)

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### OFFER SUBJECT TO BEING UNSOLD:—

**T**HAMES Trader York 6-wheel 20-cu.-yd. tipper, out-rigged bodywork, 9.00 x 20 tyres.

**T**HE best E.R.F. Twin Steer on offer, 48,000 miles only, cab and bodywork ready for lettering, mechanically just run-in and as new, 22-ft. body, 10.00 x 20 tyres.

**S**EVERAL small used vans.

**N**EW COMMERCIAL Cab van.

**P**ETROL DODGE tipper.

**141** NEW STREET, Burton on Trent. Phone 3682 902-468  
and 6681. c47

Used Goods Vehicles (contd.)

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- 1958 BEDFORD CA van.
- 1959 BEDFORD Utilabake.
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- 1957 BEDFORD diesel tipper.
- 1958 BEDFORD diesel tipper.
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- 1958 Thames 7-ton truck, diesel.
- 1955 FORD 2-ton boxvan, petrol and diesel.
- 1955 BEDFORD 5-ton large-capacity boxvan.
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A Selection of BEDFORD tipper suitable for site work

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ESTABLISHED 42 YEARS.

LUTON vans and pantechinons.

- 1,500 CU-FT. 1954 GUY diesel pantechinon, good condition. £340.
- 1,220 CU-FT. 1950 SEDDON P6 diesel pantechinon, in really first-class order, C-licence operator. £275.
- 1,200 CU-FT. 1954 AUSTIN petrol pantechinon, B-licence operator, good condition. £300.
- 1,150 CU-FT. 1954 AUSTIN pantechinon, low loading, in excellent condition. £340.
- 1,100 CU-FT. 1953 AUSTIN pantechinon, low loading. £265.
- 583 CU-FT. 1956 MORRIS diesel Luton side loading. £345.

TRUCKS and units.

- 1957 BEDFORD 4-ton petrol truck. £280.
- 1956 BEDFORD 5-ton petrol tipper. £320.
- 1955 B.M.C. 7-ton platform, with power steering and Eaton 2-speed axle. £340.
- 1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body in good condition. £240.
- 1955 AUSTIN 2-ton diesel truck, very good condition. £235.
- 1954 ALION 6-ton diesel truck, alloy body. £290.
- 1953 AUSTIN Loadstar P6 diesel truck. £175.
- 1955 BEDFORD 8-ton Scammell unit. £180.
- 1951 SEDDON 3-ton P4 diesel platform, ideal for a coalman. £150.

CHANDLERS MOTORS, LTD., 71 Greenwich Street, London, S.E.10. Gre 2033-4. 902-475

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- 1960 FORD 7-ton 7-cu.-yd. tipper, 1995; choice of two.
- 1959 B.M.C. 7-ton 7 yd. tipper, 2-speed axle. £550.
- 1954 AUSTIN Loadstar 3-ton truck, engine completely reconditioned. £300.
- 1959 MORRIS J2 van. £295.
- 1959 FORD 7-ton 7-cu.-yd. 138-in. wheelbase tipper, 1995.
- 1958 COMMERCIAL Cob van. £285.
- 1959 FORD 7-ton Trader, 160-in. wheelbase, 6-cylinder diesel, platform truck. 40,000 miles only. £675.
- 1956 MORRIS estate car. £430.
- 1956 FORD 5-cwt. van. £235.

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CAPITAL MOTOR CO. LTD.

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- 1955 AUSTIN 3-ton diesel 800-cu.-ft. boxvan. £250.
- 1959 MORRIS J2 van, good condition, one owner. £300.
- 1955 ALBION 3-4-ton diesel chassis-cab. £275.

c48

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION.

COMMERCIAL-VEHICLE SPECIALISTS.  
AUTHORIZED DEALERS.

ALBION, LEYLAND, THAMES TRADER.

IMMEDIATE AND EARLY DELIVERIES.

- NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.
- NEW Trader tractor, Scammell couplings, also one with 6th-wheel attachment.
- 1958 ALBION FT37, 6-speed gearbox, good order throughout.
- 1958 ALBION Clydesdale, 21-ft. platform body, perfect order.
- 1956 ALBION Reiver, 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.
- October, A.E.C. 9.6 Majestic twin steer, air brakes, 21-ft. platform body, good condition.
- 1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power steering.
- 1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.
- 1955 BEDFORD R6 10-ton tractor, Scammell coupling.
- 1954 ATKINSON AL6 platform lorry, excellent order.
- 1953 ALBION Chieftain platform lorry, under 3 tons.
- 1952 E.R.F. Gardner SLW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.
- 1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.
- 1948 SEDDON P6 platform lorry, good order.
- 1948 A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

ENGINES.

A.E.C. 7.7 from £50 ea-h. Leyland 7.4 complete from £35 each. Leyland 8.6

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MORRIS-COMMERCIAL DISTRIBUTORS.

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- 1959 MORRIS-COMMERCIAL 7-ton long-wheelbase drop-side truck. £740.
- 1960 MORRIS-COMMERCIAL 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, power-assisted steering, flashers, etc., choice of two from £335.
- 1958 Thames Trader 6D tractor unit, Brookhouse coupling. £715.

SEVERAL other used vehicles in stock from 5 cwt.-7 tons.

NEW VEHICLES IN STOCK.

- MORRIS-COMMERCIAL 5-ton prime mover, H.D. specification (air trailer if required).
- MORRIS-COMMERCIAL J2 13-seater Minibus.
- MORRIS-COMMERCIAL 7-ton 160-in. wheelbase drop-side truck. 902-443

W.D. SCOTT.

- 1960 DODGE (March), Leyland 90, medium wheelbase, 2-speed axle, twin-ram tipper. £1,250.
- 1960 BEDFORD medium-wheelbase 2-speed axle tipper, high-sided body. £900.
- 1959 COMMERCIAL TS3 medium-wheelbase twin-ram tipper, high-sided body. £950.
- 1959 October, B.M.C. long-wheelbase 2-speed axle high-sided wooden body, 14 cu. yd., £1,000.
- 1958 December, B.M.C. long-wheelbase flat, 2-speed axle, power steering. £850.
- 1955 DODGE diesel twin-ram tipper, 5-speed box, drop-side boards. £350.
- 1955 SEDDON, long wheelbase, 2-speed axle, 5-speed box. £358.
- 1954 Comet 90 long-wheelbase tipper, high-sided wooden body, 2-speed axle. £400.
- 1954 March, FODEN 6-ton long-wheelbase flat, 4L.K. £300.
- 1954 October, FORD 4D 5-ton tipper. £225.
- 1953 January, ATKINSON 6-ton short-wheelbase tipper, 4L.K. 5-speed box, high-sided body. £425.
- 1952 June, Comet 90 long-wheelbase twin-ram tipper, 5-speed box new alloy high-sided body. £550.
- 1948 DENNIS Max 7-ton long-wheelbase twin-ram tipper, high-sided body, ex corporation. £300.
- 1947 October, FODEN 8-wheel flat, double drop, very good. £265.

SEVERAL OTHER TIPPERS, VANS AND FLATS.

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Open 9 a.m. to 8 p.m. weekdays; 9 a.m. to 6 p.m. Saturdays.

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BOLTON ROAD GARAGE.

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HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS.

NEW 5- AND 6-YD.

TRADER TIPPERS.

USED TRUCKS.

- 1960 BEDFORD, diesel, long wheelbase platform, 9.00 x 20 tyres, 2-speed axle, under 6,000 miles. £1,300.
- 1960 COMMERCIAL diesel, 12-seater. £650.
- 1958 FORD Trader 6D 7-ton platform truck, choice of three. £625.
- 1958 December, FORD Trader, 6D, 7-tonner, 160-in. wheelbase, 15-ft. 6-in. drop-side body. £990.
- 1957 FORD Trader, 5-ton, 6D, 152-in. wheelbase, chassis-cab. £490.
- 1957 BEDFORD diesel, 6-ton truck. £590.
- 1957 FORD 4D 3-ton truck. £290.
- 1953 SEDDON 6-ton truck, 9.00 x 20 Michelin X all round, 2-speed axle. £325.
- 1955 MORRIS 5-ton truck. £175.
- 1957 AUSTIN 11-ton diesel van, LO2. £380.
- 1954 FORD 4D 2-ton van. £180.
- ONE 1958 Thames 15-cwt. van. £280.
- ONE 1960 MORRIS 12-seater, grey, one owner. £500.
- FOUR FORD 5-cwt vans from £220.
- ONE 1958 BEDFORD CA van. £240.
- ONE 1959 AUSTIN 15-cwt. van. £325.
- ONE 1960 COMMERCIAL diesel 12-seater, low mileage, cost new over £800, one owner. £650.
- ONE 1957 FORD 10-cwt. van. £165.

PERCY HENDY, LTD.

VINCENT'S WALK, SOUTHAMPTON 28331.

THAMES HOUSE, CHANDLER'S FORD 2271.

902-260

ANCHOR MOTORS,

ROOTES MAIN DEALERS.

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OFFER FOR IMMEDIATE DELIVERY.

- NEW COMMERCIAL 10-ton chassis-cab, TS3 diesel, 13-ft. 6-in. wheelbase with Unipower 6-wheel conversion for 21-ft. 6-in. body, 9.00 x 20 tyres, 5-speed box with Eaton 2-speed axle.
- NEW COMMERCIAL 10-ton chassis-cab, TS diesel, 11-ft. 9-in. wheelbase with Unipower 6-wheel conversion for tipping chassis, 9.00 x 20 tyres, 5-speed box.
- NEW COMMERCIAL 7-ton 13-ft. 6-in. chassis-cab, 5-speed box, air brakes, heater.
- NEW COMMERCIAL 7-ton 11-ft. 9-in. chassis and cabs, TS diesel engine, 9.00 x 20 tyres.
- NEW COMMERCIAL 7-ton 9-ft. 7-in. tipper, complete TS3 diesel, 9.00 x 20 tyres, 5-speed box, air brakes.
- NEW COMMERCIAL 6-ton 11-ft. 6-in. wheelbase chassis-cab, standard tyres, medium diesel engine.
- NEW COMMERCIAL 11-ton super-capacity van, petrol or diesel engine, in primer.
- NEW COMMERCIAL 15-cwt. van, high-top vans, bottle floats, driveway front end, choice of petrol or diesel.
- NEW COMMERCIAL Cobs and express delivery vans, choice of colours.
- NEW KARRIER Bantam 10-ft. 2-in. wheelbase chassis-cab, diesel engine.
- NEW KARRIER Bantam 2-ton tipper, complete, petrol engine.
- 1956 COMMERCIAL TS3 tipper, complete, reconditioned engine, one owner from new. £775.
- 1954 August, BEDFORD 5-ton short-wheelbase tipper with diesel engine. £325.
- 1955 BEDFORD 7-ton long-wheelbase twin-ram tipper, diesel engine. £350.
- 1955 BEDFORD 7-ton long-wheelbase platform truck. £300.

ANCHOR MOTORS, C.

907-41

GRAHAM BROTHERS (MOTORS), LTD.

COMMERCIAL SALES DEPARTMENT.

INVITE YOU TO INSPECT THEIR COMPREHENSIVE STOCK OF

USED COMMERCIAL VEHICLES.

INCLUDING:—

- 1959 BEDFORD 7-ton normal-control tipper, diesel, Telehoist gear, steel fixed-side body, being completely rebuilt, painted to specification. £895.
- 1955 BEDFORD 7-ton long-wheelbase platform truck, diesel, excellently good condition, repainted to choice. £325.
- 1953 BEDFORD 5-ton short-wheelbase tipper, petrol, wooden body, good working order. £150.
- 1951 BEDFORD 5-ton long-wheelbase drop-side truck, P6 engine, ready for work. £195.
- 1953 BEDFORD 3-ton van, petrol, very tidy and in good working order. £125.
- 1953 AUSTIN 3-ton long-wheelbase drop-side truck, petrol, excellent order. £150.
- 1953 AUSTIN 30-cwt. 3-way loading van, petrol, good order. £65.

PART-EXCHANGES WELCOMED.

CONFIDENTIAL HIRE-PURCHASE TERMS AVAILABLE.

THE COMMERCIAL SALES DEPT.,

799-835 CHESTER ROAD,

STRET福德.

Phone, Tra 3311 (extension 11).

AFTER HOURS, STEPPING HILL 1285.

902-527

## Used Goods Vehicles (contd.)

**GARLICK, BURRELL AND EDWARDS, L. TD.**  
188 REGENT ROAD,  
LIVERPOOL, 20. **BEDFORD**  
THIS WEEK'S LIST OF GOOD  
USED COMMERCIAL VEHICLES.

**1959** THAMES Trader 6D 7-ton long-wheelbase platform truck, 9.00 x 20 tyres; this vehicle has just had a new engine fitted, January of this year, and is in excellent condition throughout.  
**1958** THAMES Trader, similar specification to the above.  
**1951** ALBION Chieftain long-wheelbase flat.  
**1953** ALBION Chieftain, similar to the above.  
**1958** BEDFORD Boys 6-wheel platform truck, one owner from new, 22-ft. 6-in. platform, 300-cu.-in. diesel engine, 9.00 x 20 tyres all round, in excellent condition; this vehicle has had a replacement engine fitted by ourselves and would be available for delivery at the end of February.  
**1958** BEDFORD 5-ton 300-cu.-in. diesel, normal control, chassis-cab or platform truck, in immaculate condition, ready for immediate use, only one left.  
**1957** BEDFORD 7-ton long-wheelbase truck with Leyland Comet 350 diesel engine, in very good condition.  
**1958** BEDFORD 7-ton platform truck, long wheelbase, 300-cu.-in. diesel engine, 9.00 x 20 12-ply tyres, 2-speed axle.  
**1955** BEDFORD 7-ton platform truck, R6 engine, one remaining.  
**1956** BEDFORD 7-ton normal-control Perkins P6 Scammell tractor unit, £225.  
**1959** December, MORRIS Cowley pick-up, exterior sun visor, exterior chromium-plated mirrors.  
**1959** AUSTIN 15-cwt. pick-up.

PART EXCHANGES ACCEPTED, DEMONSTRATIONS AT ANY PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

**GARLICK, BURRELL AND EDWARDS, L. TD.**  
188 REGENT ROAD,  
LIVERPOOL, 20.  
Phone. Bootle 4343. 902-360

## USED UNITS.

**1956** GUY Otter tippers, P6 engines.  
**1958** DODGE 146, R6, 19-ft. platform body.  
**1957** GUY Warrior, tractor chassis, Meadows engine.  
**1956** BEDFORD S-type, short-wheelbase tipper, R6 engine.  
**1955** B.M.C. long-wheelbase tipper, 6-cylinder diesel engine.  
**1954** ATKINSON 8-wheeler, 6LW engine, 24-ft. platform, choice of two.  
**1953** LEYLAND Comet 90, long-wheelbase platform, 0350 engine.  
**1954** THORN-CROFT Trident, CR6 engine, platform.  
**1952** ALBION HD57L, 8-wheeler, 24-ft. platform, air brakes.  
**S** SEND for detailed priced list of all our vehicles.

## USED UNITS.

WHITTLEFIELD,  
BURNLEY, LANCs.  
Phone 2262. 902-85

## WILDE AND BENNETT, L. TD.

**FIVE** 1959-60 Thames Trader 7-ton short-wheelbase tippers from £675.  
**THREE** 1959-60 BEDFORD diesel 7-ton short-wheelbase tippers, excellent condition.  
**1957** AUSTIN Loadstar 5-6-ton long-wheelbase lorry, only £175.  
**1952** THORN-CROFT Trident diesel 8-10-ton long-wheelbase lorries, excellent condition mechanically, choice of two, each £125.  
**A** LBION K 12, fitted with large modern insulated meat van, best offer.

## TERMS AND EXCHANGES.

## WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.  
Phone. Glossop 2902-3.  
AFTER HOURS, 2356. 902-72

## BARRETT'S OF CANTERBURY.

## AUSTIN EAST KENT DISTRIBUTORS.

**A**USTIN 1-ton diesel van, LDO4 forward-control, list.  
**A**USTIN 1-ton petrol van, LD4 forward control, list.  
**A**USTIN 2-ton forward-control chassis-cab, T200 petrol, 10-ft. 9-in. wheelbase, list.  
**A**USTIN 2-ton forward-control chassis-cab, T200 petrol, 9-ft. 6-in. wheelbase, list.  
**A**USTIN 7-ton diesel chassis-cab, 9.00 x 20 tyres, long range fuel tank, 13-ft. 4-in. wheelbase, list.  
**E**ARLY delivery of all AUSTIN commercial vehicles.

## SECOND-HAND vehicles.

**1958** COMMER 7-ton drop-side diesel, £700.  
**1960** BEDFORD 10-12-cwt. van, repainted, £330.  
**1955** DODGE 5-ton long-wheelbase platform, alloy body, £500.  
**1950** COMMER, petrol, £75.

## 28-30 SAINT PETER'S STREET.

Canterbury 6161 (10 lines). 902-266

## Used Goods Vehicles (contd.)

**CARMICHAEL AND SONS (WORCESTER), L. TD.**  
THE BUTTS,  
WORCESTER.  
Phone: Worcester 26383 (six lines).

## NEW CATTLE TRUCKS DELIVERY EX STOCK.

**M**MORRIS 5-ton forward-control diesel, with 16-ft. 6-in. Carmichael "Easyclean" container.  
**M**MORRIS 7-ton forward-control diesel, with 19-ft. by 8-ft. Carmichael mahogany container.  
**L**LEYLAND Super Comet diesel, with 22-ft. by 8-ft. Carmichael mahogany container.

## STANDARD COMMERCIAL VEHICLES.

**C**OMMER 7-ton drop side.  
**M**MORRIS 7-ton drop side.  
**L**LEYLAND Super Comet chassis and cab.  
**G**OOD RANGE OF  
**S**SECOND-HAND CATTLE TRUCKS.  
**A**ND  
**S**STANDARD COMMERCIAL VEHICLES  
**A**WAYS IN STOCK.  
QUOTATIONS SENT, NO OBLIGATION.

**CARMICHAEL AND SONS (WORCESTER), L. TD.**  
THE BUTTS,  
WORCESTER. 902-78

## MOYLE GARAGES, PAIGNTON.

PHONE 84356.

## A.E.C.-COMMERCIAL DISTRIBUTORS.

**N**EW A.E.C. Mercury 17-ft. 3-in. chassis-cab, immediate delivery.  
**N**EW COMMER 15-cwt. high-top van, diesel.  
**N**EW COMMER 30-cwt. van, diesel.  
**A**E.C. Monarch drop-sider, 21 ft. 6 in., £625.  
**C**OMMER 15-cwt. diesel van, 1960, low mileage, forward control, £560.  
**A**USTIN 1957 4-ton diesel forward-control drop-sider  
**B**EDFORD 1957 Boys alloy-framed drop-side body, Comet engine, £890 o.n.o.  
**M**MORRIS 1957 15-cwt. forward-control van, clean, £195.  
**A**USTIN 1954 normal-control 5-ton P6 drop-sider, £295. 902-275

## HALE MOTORS (TOTTENHAM), L. TD.

THE HALE, N.17,  
Tottenham 7771 (four lines).

## VANS.

**1954** BEDFORD passenger chassis with pantechinon body, 400 cu. ft.  
**1956** COMMER express delivery van.  
**1955** FORD Thames 4D extended wheelbase Luton van, 1,450 cu. ft.  
**1955** AUSTIN 10-cwt. gown van, in excellent order.  
**1958** BEDFORD 15-cwt. boxvan.  
**1959** BEDFORD CAL 12-seater Utilabake, heater and radio, 10,000 miles only.  
**1959** MORRIS 10-cwt. Morris boxvan.

**A**USTIN, Ford, Rootes Group.

**A**AVAILABLE for immediate delivery, Ford 15-cwt. van; Trader 5-ton 6D, 1,650-cu.-ft. Luton van; Ford 5-cwt. van.  
**C**OMPREHENSIVE stock always held. 902-197

**1954** LEYLAND Comet normal-control tipper, alloy body.  
**1958** COMMER 12-ton tractor unit, 66-h wheel coupling, York trailer (new) available.  
**1959** COMMER express delivery van, grey.  
**1959** COMMER express delivery van, green.  
**1956** DODGE R6 diesel tipper.

## NEWCASTLE (STAFFS) MOTOR CO., L. TD.

NEWCASTLE ROAD,

TRENT VALE.

STOKE-ON-TRENT.

Phone. Newcastle (Staffs) 64621-2-3-4-5. 902-531

## R. A. JORDAN, L. TD.

MAIN DENNIS DISTRIBUTORS

(BEDS, CAMBS, PETERBOROUGH AND N. HERTS.)

**F**OR new and used commercial vehicles.

**1961** New, DENNIS Condor B.M.C. 5.1 diesel, long-wheelbase chassis and cab, suitable 18-ft. body, 9.00 x 20 tyres, chassis price £1,750.  
**1959** AUSTIN AS10 pick-up truck, excellent condition, £800.  
**A**LL inquiries welcomed.

**P**ART-EXCHANGES, H.P. terms.

**T**YOR WORKS, Biggleswade, Beds. Phone. Biggleswade 2265. 902-281

## Used Goods Vehicles (contd.)

DODGE DISTRIBUTORS FOR GREATER PART OF  
WARWICKSHIRE.

## TWO GATES GARAGE, L. TD.

OXFORD ROAD,  
RYTON ON DUNSMORE.  
Phone, Toll Bar 3361.

**N**EW DODGE model 3166Y 8-ton long-wheelbase 19-ft. 6-in. platform or drop-side lorry, Leyland 350 cu. in. diesel engine, 11 ft. 7 in. wheelbase.  
**N**EW DODGE model 3165AZ chassis-cab, Leyland 375-cu.-in. diesel engine, David Brown gearbox, Eaton 18500 axle air brakes, 13 ft. 7 in. wheelbase.  
**N**EW DODGE model 244BR short-wheelbase 6-cu.-yd. wood body tipper, Perkins R6 engine, 18500 2-speed axle, air brakes.  
**N**EW TROJAN 25-cwt. drop-side tipping truck, P3 engine.  
**N**EW TROJAN 25-cwt. van, P3 engine.

**1953** DODGE Model 103P6 long-wheelbase drop-side lorry, 17 ft. 6 in.  
**1954** DODGE 3-ton long-wheelbase drop-side lorry, 16 ft. Perkins P4 engine.  
**1954** AUSTIN Loadstar articulated unit, complete with trailers, Scammell coupling.  
**1954** DODGE 6-cu.-yd. short-wheelbase wood body tippers, Perkins P6 and R6 engine.  
**1956** BEDFORD, petrol, 6-wheel 17-cu.-yd. wood body coal tipper.  
**1956** B.M.C. 7-ton long-wheelbase drop-side lorry.  
**1957** COMMER TS3 short-wheelbase 14-cu.-yd. coal tipper.  
**1957** DODGE 6-ton long-wheelbase platform lorry, Perkins P6 engine.  
**1958** THAMES Trader 5-ton drop-side truck.  
**1959** B.M.C. 4-wheel drive heavy-duty scow end steel body dump trucks.  
**1956** MORRIS J2 van.

**1956** BEDFORD 10-cwt. milk float.  
**1957** BEDFORD 10-15 Grosvenor-Grafton personnel carrier.  
**1959** Atlas 10-12-cwt. van.  
**1957** Diesel LAND ROVER, reconditioned engine, excellent order.  
**1958** Diesel LAND ROVER, hard top, heater, first-class condition. 902-60

## JACKSONS

FOR

## MODERN SELECTED VEHICLES.

**1960** Late BEDFORD 7-ton long-wheelbase diesel tipper, small mileage, in perfect condition throughout.  
**1959** Late B.M.C. AUSTIN diesel 5-ton short-wheelbase tipper, small mileage, excellent condition.  
**1958** COMMER TSJ 7-ton twin-ram long-wheelbase tipper, very good condition.  
**1955** FORD 4D long-wheelbase trucks, choice of two both in very good condition.  
**1955** B.M.C. 3-ton diesel long-wheelbase truck, exceptional condition throughout.  
**1956** Late COMMER 25-cwt. diesel van, good condition throughout.  
**1955** AUSTIN 1-ton van, repainted, in very good condition.

## O. T. JACKSON MOTORS, L. TD.

855 NEW WOLVERHAMPTON ROAD,

LANGLEY.

NEAR WOLVERHAMPTON.

Phone, Broadwell 2871-2-3. 902-138

## SELLERS AND BATTY (SALES), L. TD.

FENGATE, PETERBOROUGH.

Phone, Peterborough 67048

MAIN DISTRIBUTORS E.R.F., COMMER AND B.T.C. TRAILERS.

**1950** E.R.F. 44, long-wheelbase tipper, fitted Edbro gear and high-sided coal body, very clean and sound, ready for work.  
**1955** SENTINEL DV66M 6-wheeler, fitted Sentinel 6-cylinder D1 engine, air brakes, 23-ft. 6-in. alloy platform body, sound machine, one owner.  
**1949** ALBION Chieftain, fitted Daimler cab, drop-side body, well tyred, mechanically good.  
**1957** BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean.  
**1954** DODGE 7-ton drop-side Mk 3 R6 engine, 2-speed rear axle, very clean.

## EX STOCK.

**B.T.C.** W1192, 15-ton four-in-line, 26-ft. platform semi-trailer, twin line air brakes 902-128

## MARSTON MOTOR CO., L. TD.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

**M**AIN retail dealers for Austin commercial vehicles

and sole distributors for Thornycroft commercial vehicles for London, Home Counties north of the Thames.

**1951** GUY Otter, 4LK Gardner engine, 1,500-cu.-ft. all-alloy Luton van on brand-new 8.25 x 20 remould tyres.

**1956** AUSTIN 3-ton forward-control diesel 1,500-cu.-ft. Luton van, body just rebuilt, in primer.

**1956** FORD Thames 4D 4-ton, 1,100-cu.-ft. Luton van.

**1956** BEDFORD 7-ton forward-control 10-cu.-yd. fixed-side alloy tipper, fitted reconditioned B6 diesel engine.

**1956** BEDFORD 7-ton platform lorry, R6 diesel engine. 902-240



### Used Goods Vehicles (contd.)

**COVENTRY AND JEFFS, L. TD.**  
COMMERCIAL VEHICLES SPECIALISTS.

**TIPPERS USED TIPPERS.**

**1960** DODGE standard 7-ton tipper, cab heater, flashing lights, one owner, 21,500 miles, as new, choice of four, £1,450 each.  
**1957** SEDDON standard Mk. 15 tipper, P6 engine, Eaton axle, well tired all round, one owner, a very clean truck, £750.  
**1954** LEYLAND medium-wheelbase tipper, twin ram, clean truck, repainted ready for the road, £500.  
**1954** SEDDON medium-wheelbase twin-ram tipper, Perkins P6 engine, Eaton axle, general condition (including tyres) good, £425.  
**1955** DODGE standard 10.5AP6 tipper, recent engine overhaul, well tired, on 9.00 x 20, a clean truck, £595.

### FLATS, DROP-SIDE TRUCKS.

**1957** STANDARD 14-ft. 6-in. drop-side truck, well tired on 8.25 x 20, one owner, choice of three, £475 each.  
**1956** SEDDON standard, flat platform with high-loading headboard, Perkins P6 engine, well tired all round.  
**1959** BEDFORD standard drop-side truck, one owner from new, Leyland engine, a clean, well-tired truck, £725.  
**1953** FODEN long-wheelbase 8-wheeler, new 24-ft. flat platform, reasonably well tired all round, new batteries, this vehicle was completely rebuilt by Fodens in 1958, £1,400.  
**1950** DODGE 105 P6 standard drop-side truck, owner-driven from new, clean, ready for the road, £325.  
**1956** DODGE standard flat-platform 16-ft. truck with high-loading headboard, well tired, one owner, £375.

OUR LISTS CHANGE DAILY.

WHY NOT

**WRITE, PHONE, CALL?**

OPEN SEVEN DAYS PER WEEK, 8 a.m.-10 p.m.

**STAFFORD STREET,**

**BEDMINSTER,**

**BRISTOL 3.**

Phone 66-4661.

902-45

### SAVILLE MOTOR SALES, L. TD.

HARVESTER HOUSE,

STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).

VAUXHALL-BEDFORD MAIN DEALERS,

ROVER-LAND ROVER DEALERS.

FOR IMMEDIATE DELIVERY.

**7 1/2**-TON BEDFORD tippers, 350 diesel.  
**15**-CWT. BEDFORD short-wheelbase and long-wheelbase vans.  
**88**-IN. LAND ROVER, petrol and diesel.  
**109**-IN. LAND ROVER, petrol and diesel.  
**7**-TON BEDFORD normal- and forward-control tippers.  
**5**-TON long-wheelbase diesel chassis-cab, normal control.

### USED VEHICLES.

**1956** BEDFORD R6 7-ton 18-ft. platform truck.  
**1956** COMMER TS19 long-wheelbase drop-side truck, maker's reconditioned engine just fitted.  
**1958** AUSTIN Gipsy, petrol.  
**1955** LAND ROVER, short wheelbase, petrol.

902-465

### FORD AND SLATER (LINCS), L. TD.

MACAULAY STREET, GRIMSBY.

**LEYLAND ALBION SCAMMELL**

**1957** October, BEDFORD diesel long-wheelbase tipper, 14-ft., 9-in., good tyre equipment.

**1957** September, COMMER TS3 chassis and cab.

**1959** BEDFORD long-wheelbase tipper, 14-ft. body.

**1958** DODGE long-wheelbase chassis and cab, Leyland engine, power steering.

### FORD AND SLATER (LINCS), L. TD.

MACAULAY STREET, GRIMSBY.

Phone 57181.

902-40

### CHASESIDE MOTOR CO., L. TD.

GREAT CAMBRIDGE ROAD,

ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3455.

**1954** 7-ton long-wheelbase DODGE diesel platform truck; 3-speed gearbox, engine completely overhauled, in excellent condition, £375.

**1960** 2-ton diesel FORD Thames van, 4-cylinder diesel, in excellent condition, one owner, 20,000 miles, £725.

**1958** 2-ton diesel FORD Thames van, in good condition, £425.

**1953** Thames Cost Cutter 3-ton long-wheelbase truck, £150.

902-277

B26

### Used Goods Vehicles (contd.)

**PRICE'S (EARL SHILTON), L. TD.**

MAIN DISTRIBUTORS FOR ATKINSON VEHICLES

AND YORK TRAILER AND THIRD AXLE.

**1958** ATKINSON 8-wheeler, 24-ft. treble-drop-side body, 6LW engine, David Brown gearbox, trailing axle, very sound machine.  
**FORDS**, as stock.

**NEW** FORD Trader 75, 6-wheeler, York axle and

tipper installation, 9.00 x 20 tyres, chassis-cab.

**NEW** FORD Trader 75, 6-wheeler, York axle, plat-

form installation to take maximum length body, 9.00

x 20 tyres, Eaton 2-speed axle, chassis-cab.

**NEW** FORD Trader 75, Edbro drop-side steel-bodied

tipper.

**NEW** FORD Trader tractor unit, fitted Scammell

coupling Eaton 2-speed axle, York 26-ft. 11-ton

trailer to go with the above prime mover on 9.00 x 20

tyres.

**NEW** DODGE tractor, 375 engine, David Brown gear-

box, Eaton 2-speed axle, air brakes, 9.00 x 20 tyres.

**NEW** COMMER TS3, fitted York third-axle tipper

installation, 9.00 x 20 tyres and 5-speed box.

**NEW** AUSTIN 30-cwt. van, Eagle engine, heater,

flushers, in primer.

**1958** FORD Trader, steel-bodied tipper, 9.00 x 20

tyres, engine just overhauled by us.

**1956** DODGE tipper, P6 engine, 8.20 x 20 tyres.

**1955** one owner-driver since new, £425.

**1955** FORD 4D, fitted 20-ft. body on extended

chassis, 3-tonner, best offers.

**EAGLE** 4-wheel drop-side trailer, one owner, £125.

MAIN DEALERS FOR DODGE, COMMER,

AUSTIN, FORD, KARRIER AND LAND-ROVER.

**PRICE'S (EARL SHILTON), L. TD.**

NEW STREET,

EARL SHILTON,

LEICESTER.

Phone, Earl Shilton 3321-2-3.

902-151

### ATKINSON VEHICLES (SCOTLAND), L. TD.

CARLISLE ROAD,

AIRDRIE 2881-2-3.

**1958** ATKINSON tractor, 6LW, 6-speed tandem York,

27-ft. trailer.

**1956** FODEN 8-wheel, double drive, 6LW, 12-speed

box.

**1955** ATKINSON 8-wheeler, double drive, 6LW, 24-ft.

platform.

**1954** ATKINSON 6-wheeler, double-drive tippers;

choice of two.

**1953** ATKINSON 8-wheel, double-drive, air brakes,

reconditioned 6LW.

**1953** LEYLAND Beaver, 20-ft. platform, 600 engine,

air brakes.

DISTRIBUTORS FOR

**NORTHERN TRAILER CO., L. TD.**

**NEW** tandem 27-ft. trailer, 10.00 x 20 tyres.

**NEW** 14-ton/25-ft. trailer, 10.00 x 20 tyres.

902-532

### T.G.B. MOTORS, L. TD.

PRIMROSE ENGINEERING WORKS,

WOOLNE LANE, CLITHEROE.

Phone, Clitheroe 785.

### IMMEDIATE DELIVERY.

**GUY** Otter, 9-ft. 9-in. wheelbase, 4LK and 13-ft. wheel-

base B.M.C. Eaton 2-speed.

**GUY** Warrior, 15-ft. 9-in. wheelbase and 18-ft. 2-in.

wheelbase; alternative 375 Leyland or 7.75 A.E.C.

**GUY** Warrior light 8-wheelers, 17-ft. 9-in. wheelbase,

7.75 A.E.C. Eaton 2-speed.

**GUY** Invincible, 15-ft. 3-in. wheelbase 8-wheeler, 6LX,

L5D and P.T.O.

**DODGE** 3164Y, 3164BY and 3166BT models.

**EARLY** delivery of Invincibles 6- and 8-wheelers, fitted

6LX engines.

### USED VEHICLES.

**GUY** Warrior Light Eight, ex-demonstration vehicle, 17-ft. 9-in. wheelbase platform model, alloy under-frame, platforms, Primrose steer and third axles, syndromic lubrication system fitted, painting and lettering, etc. Part-exchanges and hire-purchase arranged.

902-533

### THOMAS S. WHITNEY AND CO., L. TD.

MAIN FORD DEALERS,

279-283 SCOTLAND ROAD, LIVERPOOL 5.

Phone, North 3191.

**1958** October, BEDFORD 7-ton long-wheelbase 300

diesel platform lorry, 2-speed axle, £650.

**1957** BEDFORD 7-ton long-wheelbase 300 diesel

platform truck, 2-speed axle, £600.

**1956** LEYLAND Comet 7-ton long-wheelbase diesel

tipper, alloy drop-side, 2-speed axle, 3-speed

gearbox, £775.

**1956** AUSTIN B.M.C. 5-ton petrol tipper, £250.

**1956** AUSTIN B.M.C. 7-ton diesel drop-side, 2-speed

axle, £475.

**1955** November, BEDFORD 7-ton diesel flat, £400.

**1957** AUSTIN B.M.C. diesel articulated unit, fifth-

wheel coupling, 2-speed axle, £300.

**1953** LEYLAND Comet 7-ton diesel tipper, £500.

**1954** BEDFORD 7-ton diesel flat, £250.

**1954** AUSTIN 3-ton petrol van, fitted for glass

carrying, £123.

**TO** clear, several cheap tippers and flat lorries from

£50.

**NEW** Thames Traders for immediate delivery, 7-ton,

3-ton, and articulated chassis-cabs and 108-in. x

138-in. 6-, 7- and 8-cu.-yd. tippers.

902-81

### Used Goods Vehicles (contd.)

**MAYDAY MOTORS, L. TD.**

DODGE DISTRIBUTORS.

**EARLIEST DELIVERY ALL MODELS.**

**NEW** DODGE 3164T 8-ton tipper, 8-cu.-yd. steel body,

extras.

**NEW** Thames Trader 75, 7-ton 8-cu.-yd. 138-in. tipper.

**NEW** Thames Trader 7-ton 108-in. tipper, 6D, 7-yd.

steel body, choice two.

**NEW** STANDARD Atlas 10-12-cwt. van, extras, painted,

£440.

**1960** BEDFORD CA van, long wheelbase, 5,000

miles, unwritten, excellent, £375.

**1959** MORRIS 3-ton van, grey, 14,000 miles, very

good condition, £315.

**1958** Thames 12-seater, £375.

**1958** (Late) Thames 15-cwt. van, with heater, excel-

lent order, choice of two, from £275.

**1957** COMMER 7-ton diesel tipper, 7-cu.-yd. steel

body, unwritten, £775.

**1956** DODGE 6-ton diesel drop-side truck (a brand-

new body), very good condition, £495.

**1956** Thames 4D 5-ton diesel tipper, 5-cu.-yd. steel

body, £360.

**1956** DODGE 6-ton short-wheelbase diesel tipper,

8-cu.-yd. body, choice of two, from £565.

**1953** DODGE 105 P6 tipper, 6-yd. metal body, £375.

**MAYDAY** RD., Thornton Heath, Croydon. Thornton

Heath 3473 902-198

### PENFOLD MOTORS.

MAIN BEDFORD DEALERS.

**NEW** BEDFORD TK 10-ton tractor unit with 25-ft.

Scammell trailer, immediate delivery.

**NEW** BEDFORD TK 7-ton long-wheelbase drop-side

truck, 350 diesel, immediate delivery.

**NEW** BEDFORD TK 7-ton extra-long-wheelbase diesel

drop-side truck, 2-speed axle, immediate delivery.

**NEW** BEDFORD TK 7-ton 6-cu.-yd. tipper with 350

diesel, immediate delivery.

**1960** BEDFORD Marshall Busette, blue, £515.

**1956** COMMER 7-ton TS3, £500.

**1954** BEDFORD 25-cwt. all-metal van, excellent

condition, £150.

### PENFOLD MOTORS.

2-22 BURN TASH ROAD,

S.E.12.

Lee 1202.

902-181

### W. HAROLD PERRY, L. TD.

STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

**1956** BEDFORD 7-ton 6-cu.-yd. tipper, £475.

**1956** SEDDON P6 Mk. III articulated unit with

10-ton trailer, £995.

**1949** SEDDON P6 6-ton platform, £175

Trader 5-cu.-yd. tipper, £475.

**1957** Trader 5-ton platform, £495.

**1958** Thames 4D tipper, £345.

**1956** Thames Luton van, £465.

**1955** Thames 13-cwt. truck, £265.

**1956** Thames 4D tipper, £345.

**1956** TROJAN diesel 1-ton van, £265.

**1954**

### HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS

AND TO

5.30 P.M. SATURDAYS.

902-209

**SPURLING MOTORS CITY** offer:—

**1955** BEDFORD 4-ton truck, petrol.

**1959** BEDFORD Workabus Utility.

**1959** AUSTIN 15-cwt. van.

## Used Goods Vehicles (contd.)

### MARSHALLS (CAMBRIDGE), LTD. OFFER THE FOLLOWING USED COMMERCIAL VEHICLES

AT AIRPORT GARAGE, NEWMARKET ROAD, CAMBRIDGE.  
Phone, Cambridge 56291.

- 1960 AUSTIN A55 van, blue, £375.  
1959 AUSTIN 702 7-ton long-wheelbase platform truck, £700.  
1959 Thames Trader 6D 7-ton long-wheelbase platform truck, £700.  
1959 BEDFORD Busette, fitted heater, £400.  
1958 BEDFORD Busette, fitted heater, £350.  
1955 MORRIS 10-cwt. forward-control van, mechanically good, body fair, £90.

AT 63 BRIDGE STREET, PETERBOROUGH.  
Phone, Peterborough 66011.

- 1960 AUSTIN A152 Omnicoach, heater, 9,000 miles, £550.  
1959 AUSTIN 3-ton forward-control diesel drop-side truck, £575.  
1958 BEDFORD 6-ton drop-side truck, £600.  
1958 STANDARD van, fitted heater, £275.  
1940 FODEN 6-ton truck, £250.

AT 120 GOLDINGTON ROAD, BEDFORD.  
Phone, Bedford 68386.

- 1958 AUSTIN short-wheelbase Gipsy, soft-top, petrol, £310.  
1957 Thames Trader 5-ton 6D truck, £545.  
1957 FORD 3-ton 4D truck, £345.  
1956 FORD 5-ton 4D truck, £240.  
1955 FORD 3-ton 4D long-wheelbase tipper, £385.  
1955 BEDFORD 35-cwt. van, £200.  
1954 MORRIS 10-cwt. forward-control van, £97 10s.  
1953 BEDFORD 5-ton long-wheelbase petrol truck, new engine, good tyres, £275.  
1953 AUSTIN Loadstar, £150.  
1953 FORD 5-cwt. van conversions, £70.  
1952 DODGE P6 5-ton drop-side truck, £225.

- 1959 A.F.C. Mercury Mk. II tipper.  
1960 A.E.C. 6-wheel Mammoth Major platform  
1957 ALBION Reiver drop-side.  
1959 LEYLAND Comet tipper.  
1956 FODEN 8-wheel platform; choice of two.  
HIRE-PURCHASE, part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD.  
CLAY CROSS, DLRBYS.  
Phone, Clay Cross 3302—night extension

HUNTER VEHICLES, LTD.  
CROWN WORKS,  
290 SOUTHURBY ROAD,  
ENFIELD

- 1957 BEDFORD 5-ton light-alloy boxvan, 680 cube, 3-way loader, P6 engine, one owner, excellent condition.  
1956 Thames chassis-cab, 157-in. wheelbase, 3 tons, 4D engine, 7.90 x 20 x 10-ply tyres, one owner, excellent condition.  
1955 SEDDON 6-7-ton platform, good tyres, excellent condition, one owner.  
1956 SEDDON light-alloy boxvan and cab, P6, 6-7-ton, rear-side shutter, tailboard and shutter to rear, plain grey, one owner, excellent condition.  
1956 FORD Thames 3-ton double-drop-side truck, single colour, one owner, excellent condition.

IMMEDIATE DELIVERY.  
HIRE-PURCHASE TERMS ARRANGED  
HOWARD 4184.

PRALLS (HEREFORD), LTD.  
COMMERCIAL VEHICLE SPECIALISTS,  
ATKINSON, AUSTIN, FORD, DODGE.

- NEW Thames Trader 152-in. wheelbase chassis-cab, 6-cylinder diesel, bodied to suit requirements.  
1958 Thames Trader 7-ton short-wheelbase steel-bodied tipper.  
1954 DODGE 7-ton diesel long-wheelbase tipper, 16-ft. 6-in. body.  
1954 BEDFORD 7-ton R6 diesel 16-ft. alloy platform body.  
1952 LEYLAND Octopus, double drive, 24-ft. platform body.

PRALLS (HEREFORD), LTD.  
HOLMER ROAD,  
HEREFORD.  
Phone 4221.

## Used Goods Vehicles (contd.)

### BARNARDS OF STOWMARKET

OFFER THE FOLLOWING SELECTION OF USED COMMERCIAL VEHICLES.

- 1953 AUSTIN 5-ton long-wheelbase tipper, fitted with 4D engine.  
1955 AUSTIN 7-ton long-wheelbase drop-side truck.  
1954 AUSTIN 5-ton long-wheelbase petrol drop-side truck.  
1953 ALBION 7-8-ton long-wheelbase diesel platform truck.  
1959 BEDFORD 10-ton tractor unit, diesel engine, choice of two.  
1956 BEDFORD 7-ton long-wheelbase diesel platform truck.  
1956 B.M.C. 7-ton long-wheelbase diesel platform truck.  
1956 B.M.C. 10-ton tractor units, diesel engine.  
1957 B.M.C. 10-ton tractor unit, diesel engine.  
1956 MORRIS 5-ton long-wheelbase diesel tipper, complete with beet sides.  
1956 DODGE 7-ton short-wheelbase diesel tipper.  
1958 FORD 6D 7-ton Trader long-wheelbase diesel drop-side truck.  
AVAILABLE from stock.  
NEW A.E.C. Mercury Mk. II chassis-cab.  
B.T.C. 15-ton 4-in. line platform trailer.  
SCAMMELL 12-ton 25-ft. platform or sided trailers.  
BEDFORD 7-ton and 12-ton TK models, 7-ton short-wheelbase tipper.  
PHONE, Stowmarket, Suffolk, 621 (five lines).

PERCY D. SLEEMAN, LTD.  
LONDON COMMERCIAL DEALERS.  
NEW, IMMEDIATE DELIVERY.

- 7-TON COMMERCIAL 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox and air brakes.  
COMMERCIAL-UNIPOWER 21-ft. 6-wheel platform truck, with 9.00 x 20 tyres, air brakes, power steering.  
SCAMMELL 12-ton trailer, 25 ft.  
COMMERCIAL 15-cwt. van.  
COMMERCIAL 30-cwt. van.  
COMMERCIAL Cob.  
COMMERCIAL Rootes diesel platform, 9.00 x 20.  
1956 BEDFORD, 300 engine, long-wheelbase 6-ton.

38 UXBRIDGE ROAD,  
EALING, W.5.  
PHONE, EALING 7987.  
After hours, Iver 561 or Beaconsfield 1081.

- NEW GUY Warrior 14-ton gross 4-wheeler, 15-ft. 9-in. wheelbase, A.E.C. engine, two available chassis-cabs.  
NEW GUY Warrior 14-ton gross 4-wheeler, 10-ft. 6-in. wheelbase, A.E.C. engine, suitable for tipper, chassis-cab.  
ALL the above vehicles immediate delivery.  
1959 May, Thames Trader, 7-ton long-wheelbase with Raico extension, 20-ft. drop-side body, 9.00 x 20 tyres, heater, £825.  
1953 LEYLAND Comet twin-ram tipper, £500.  
MAY MOTORS (ELSTEAD), LTD., Elstead, Surrey, Phone, Elstead 2147.

- 5-30 Cwt., various commercial vehicles, prices from £50, including selection of Lutons, L. H. Spring and Co. Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575.  
ONE DODGE 1960 tipper.  
TWO DODGE 6-wheel and Henderson tippers.  
ONE Thames Trader.  
ONE B.M.C. 30-cwt. van.  
ONE new TROJAN 25-cwt. van. Treetop Garage, Dons Hill, Tamworth, Staffs. Phone, Tamworth 1307.  
1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Heddesdon 4567.

BIRMINGHAM COMMERCIAL OFFER—  
NEW DODGE tractor unit, 25-ft. trailer.  
NEW MORRIS 6-wheel tipper.

- 1958 ATKINSON 8-wheel tipper.  
1951 E.R.F. 4.4, 4LW, 18-ft. platform.  
1953 E.R.F. 6LW, 19-ft. 6-in. platform, 7-ton, Dyson trailer.  
1953 54 ALBION Chieftain truck, alloy body.  
1954 Comet tractor, 25-ft. trailer.  
1958 Trader Luton van, 1.675 c.c.

BIRMINGHAM COMMERCIAL MOTOR AND BODYWORKS, LTD.  
560 COVENTRY ROAD,  
BIRMINGHAM, 10.  
Phone, Victoria 0437.

## Used Goods Vehicles (contd.)

### TILBURY (SOTON), LTD.

CENTRAL STATION, BRIDGE ROAD,  
SOUTHAMPTON.  
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.  
COMMER-KARRIER MAIN DEALERS (HEAVY).

### PART-EXCHANGES AND H.P. TERMS

- 1958 BEDFORD diesel 6-tonner, fitted with standard platform body and box container, excellent tyre equipment, in good condition both body and mechanically, choice of two.  
1957 COMMERCIAL T51, fitted with platform body, 9.00 x 20 tyre equipment, air brakes, one owner, choice of two.  
1956 B.M.C. diesel 7-ton, fitted with 17-ft. 6-in. platform body, twin-speed axle, power steering, 9.00 x 20 14-ply tyre equipment.  
1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-licence owner, one driver.  
1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.  
1955 SEDDON diesel Mk. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-licence operator.  
1955 LEYLAND Comet 90, one owner, fitted 17-ft. 4-in. platform body.  
1954 SEDDON diesel Mk. 12, fitted with modified R6 engine, 18-ft. 6-in. platform body, twin-speed axle, 9.00 x 20 tyre equipment, one C-licence owner, good machine.  
1953 SEDDON diesel Mk. 5L, fitted with platform body and in good condition.  
1952 LEYLAND Comet, fitted with 18-ft. Luton van body, cubic capacity approximately 950, one C-licence owner, very good machine.

ALWAYS IN STOCK, DIESEL PETROL  
VEHICLES FROM £100-£200.  
902-262

### MAYFAIR GARAGE TAMWORTH, LTD.

COLESHILL ROAD, FAZELEY,  
TAMWORTH.  
Phone 1396 and 1397.

- NEW vehicles.  
GUY Warrior 8-wheeler, fitted with 22-ft. by 4-ft. fixed-sided all-steel tipping body, ideal for coke transport.  
GUY Invincible 8-wheeler, fitted with Gardner 6LX engine, power steering and double drive, available as drop-side truck or tipper.  
FORD Trader 7-ton chassis and cab, 138-in. and 160-in. wheelbase, two chassis with Primrose twin-steer front axle, tipping gears and bodies available for immediate fitting.  
USED vehicles.  
FORD Trader 1959 7-ton short-wheelbase tipper, fitted 6D engine, standard U-shaped steel body, in very good condition.  
FODEN 1955 8-wheel drop-side tipper with 22-ft. alloy body, in very good condition.  
SENTINEL 1955 6-wheel tipper with 19-ft. alloy body, in very good condition.

- 1957 E.R.F. 449 20-ft. platform, good condition.  
1958 SEDDON 15-10, Gardner 4LW engine, 20-ft. flat.  
1959 DODGE 7-ton 20-ft. drop-side.  
1950 LEYLAND Octopus 8-wheeler, fair condition, £350 to clear.  
MEAT vans, 20-ft. insulated meat container and 18-ft. insulated container, almost new.  
MANY other vehicles. Hire-purchase terms arranged.  
WHEATLEY AND FARROWS GARAGES, LTD., Stamford, Lincs. Phone, Stamford 2104-S. 902-130

### CLOCK SERVICE STATION,

CASTLE BROMWICH.  
Cat 2615.

FOR BIRMINGHAM'S

### BEST USED TRUCKS.

- 1958 COMMERCIAL 5-ton medium diesel, coachbuilt alloy platform body, cab height headboard, small mileage, repainted, £600.  
1956 COMMERCIAL T51 7-ton drop-sider, for quick sale, £445.  
1952 THAMES 5-ton Luton van, 4D engine, ready for work, £215.  
1953 AUSTIN 2-ton Luton van, for quick sale.  
1956 MORRIS 5-ton normal-control, extended wheelbase, drop-side truck, new B.M.C. diesel engine, £325.  
1959 7-ton medium-wheelbase tipper, BEDFORD diesel, steel body, approximately 14-cu.-yd., suitable for coal, good condition.  
1955 COMMERCIAL Superpoise gown van, ideal for mobile shop conversion, £200.  
1951 COMMERCIAL Q2 tipper, very handy vehicle, £45.

WE ALWAYS HAVE NUMEROUS TRUCKS, VANS, ETC., IN STOCK.

PLEASE CONTACT

CAS 2615.

FOR ALL YOUR COMMERCIAL VEHICLE REQUIREMENTS.

AROOTES COMPANY

Used Goods Vehicles (contd.)

**CHURCH ROAD MOTORS**  
(SOUTHEND-ON-SEA), L.T.D.  
DODGE DISTRIBUTORS FOR S.E. ESSEX.  
NEW 7-ton FORD. Trader body, list.  
NEW Model 3166T 8-ton DODGE chassis-cab, new Perkins P6 354 direct-injection engine.  
NEW Model 3133T 7-ton DODGE tipper, Anthony 7-cu.-yd. steel body, new P6 354 direct-injection engine.  
1955 DODGE 7-ton long-wheelbase truck, overhauled, reconditioned engine, £650.  
1955 DODGE 5-ton truck, one owner, fitted with sack loader, now being painted, £550.  
1958 DODGE 7-ton diesel, £750.  
1959 DODGE 6-ton diesel tipper, one owner, £850.  
NEW double-drop-side body for 7-ton Trader. List.  
HADLEIGH. Essex. Phone 57271 (10 lines). 902-49

**VICTORIA MOTOR CO. (BRISTOL), L.T.D.**  
MAIN FORD DEALERS,  
TEMPLE GATE, BRISTOL 1.  
Phone, Bristol 29422 (10 lines).  
"BEST IN THE WEST."  
COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK. IMMEDIATE DELIVERY.

**GOOD USED C COMMERCIALS.**  
THAMES Trader, 1959 (June), 7-ton, 138-in. wheelbase, Telehoist tipping gear, 13-ft. 6-in. wooden body, £875.  
THAMES Trader 1959 (May) Anthony hoist tipper, 5-ton, 108-in. wheelbase, £550.  
THAMES 1956 4-ton 4D drop-side truck, £275.  
THAMES 1955 4-ton 4D drop-side truck, £235. 902-150

**COUNTY OAK SERVICE STATION, L.T.D.**  
VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.  
Phone, Crawley 25475-6-7.

1959 BEDFORD Workabus, many extras, one owner, £400.  
1959 September, BEDFORD 15-cwt. van, £320.  
1958 11-ton COMMER diesel vans, one owner, choice of several, £275 each.  
1958 October, FORD 7-cwt. van, one owner, £285.  
1958 August, FORD 7-cwt. van, one owner, £280.  
1957 BEDFORD Workabus, resprayed, nice condition, £330. 902-278

**G. S. O. SCROFT AND CO. L.T.D.**  
DERWENT STREET,  
DERBY.  
Phone 40171-5.

WIDE range of new Bedford's in stock, including the new Bedford TK 120-in. tipper.  
1957 BEDFORD short-wheelbase 7-ton tipper, diesel U-type body, £550.  
1959 September, FORD Trader tractor with Scammell coupling, £700.  
1958 DODGE 6-ton drop-side truck, 17-ft. 3-in. body, £600.  
1956 BEDFORD with Baico extension, 24-ft. drop-side body, £350.  
INQUIRIES invited. Phone, Derby 40171-5. 902-129

**A.E.C.** 4 x 4, 6 x 6 Matadors. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham. 20. Northern 0832. 902-148  
1949 A.E.C. 9.6 diesel lorry.  
1957 B.M.C. Scammell tractor unit, choice of trailers.  
JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 902-188  
1957 BEDFORD 7-ton petrol drop-side truck.  
1958 Thames 2-ton boxvan.  
1960 BEDFORD Calthorpe caravan, 5,000 miles only.  
L BEDFORDS (YORK), LTD., Lendal Bridge, York. Phone 25444. 902-27  
1958 COMMER Unipower, 6-wheeler, 23-ft. platform body, good condition, excellent 9.00 x 20 tyres, air brakes, heater, £1,175. Matson Garage, Gloucester. Phone 24840. 902-x3109

**THE NIGHTINGALE ENGINEERING CO. L.T.D.**  
A New 10-ton COMMER TS3 S.A.E. tractor.  
1960 A.E.C. 8-wheeler, 9.00 x 24 tyre equipment, 24-ft. platform body, as new, choice of two.  
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body, nice condition.  
1955 FODEN twin-steer platform, 5LW Gardner engine, clean vehicle.  
1955 THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, ex C-licence operator, one owner, clean vehicle.  
1954 DODGE Model 106 P6, new engine recently fitted, drop-side body, very clean vehicle.  
WESTERN LANE, London, S.W.12. Battersea 2193. 902-206

B28

Used Goods Vehicles (contd.)

**A. E. CONNORTON, L.T.D.**  
AUTHORIZED FORD AGENTS.  
NEW Thames 5-cwt. van, list price.  
NEW FORD Trader 6D, Baico extension chassis, fitted with 1,500-cu.-ft. Luton body.  
NEW FORD 7-ton Trader, fitted with 9.00 x 20, powered steering.  
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.  
NEW 5-ton 6D long-wheelbase truck.  
1957 AUSTIN 15-cwt. Omnivans, C licence, £235 each.  
1955 November, ATKINSON 8-wheeler platform, 6LW, 8-wheel brake, 40 x 8 tyres, £1,300.  
1954 4-ton SEDDON, Perkins P4, platform, with winch, £185.  
1950 MAUDSLAY twin steer, A.E.C. 7.7 engine, alloy platform body, one owner, C licence, choice of seven, £275.  
1952 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body, 5-speed box, 10.25 tyres, £550.  
1953 Model SEDDON boxvan, Perkins diesel engine, £115.  
1956 BEDFORD A-type Scammell units, choice of three, £200.  
1958 BEDFORD CAV van, one owner, C licence, £225.  
1956 MORRIS B.M.C. unit and trailer, one owner, C licence, immaculate condition, £500.  
1950 FODEN 8-wheeler, 6LW, double drive, 24-ft. platform, alloy body, C licence, one owner, £525.  
HIRE-PURCHASE arranged.  
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Pollards 2421. 902-224

**FERRARIS OF CRICKLEWOOD, L.T.D.**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.  
NEW 5- and 7-cwt. Thames vans.  
NEW 15-cwt. Thames trucks and vans.  
NEW 3- and 5-ton Thames Trader trucks.  
NEW Thames Trader Lutons.  
NEW 30-cwt. MORRIS Lutons and vans.  
NEW 12- and 13-seater buses, Ford and Morris.  
1954 BEDFORD 5-ton long-wheelbase truck.  
1956 MORRIS 1-ton diesel van. 902-220

**HENSMANS, LTD., Brentwood 5252, offer:—**  
1959 Thames 15-cwt. van, grey, one owner, £320.  
1959 Thames 12-seater, grey, one owner, £460.  
1958 BEDFORD 10-12-cwt. van, blue, good condition, £280.  
1958 AUSTIN A55 pick-up truck, good condition, £310.  
1956 MORRIS-COMMER 3-ton truck, diesel, £280.  
1955 Thames 5-cwt. van, grey primer, £195.  
1955 Thames 10-cwt. van, good condition, £95.  
1955 Thames 10-cwt. milk float, reconditioned, primer, £185.  
1953 DODGE 5-ton platform truck, P6 engine, £230.  
1951 BEDFORD 3-ton Luton van, petrol, £95.  
1951 BEDFORD 5-ton chassis-cab, petrol, £90.  
NEW vehicles from stock.  
TRADER 108-in. wheelbase 6D artic. unit.  
TRADER 6D artic. unit with Hands automatic coupling.  
THAMES 5-cwt., 7-cwt. vans, primer.  
TWO new Merriworth 12-ton 25-ft. straight-frame platform trailers, Scammell coupling, 9.00 x 20 tyres, 902-29

**DEES OF CROYDON.**  
CROYDON 6011.  
A SELECTION OF OUR USED VEHICLES, MANY COVERED BY A1 WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

BEDFORD, 1959, October, 7-ton tipper, 300 diesel 2-speed, £975.  
TRADER, 1958, August, 7-ton 160-in. chassis-cab, 9.00 x 20, owner-driven, diesel, £685.  
TRADER, 1958, 7-ton 160-in. truck, 6D, £695.  
BEDFORD, 1955, 7-ton diesel truck, £320.  
BEDFORD, 1953, 7-ton truck, petrol, overhauled, £250.  
COMMER, 1954, December, TS3 diesel flat truck, overhauled, £575.  
COMMER 1957 25-cwt. forward-control van, diesel, £225.  
THAMES, 1955, P6 long-wheelbase 5-ton truck, £210.  
THAMES, 1955, 2-ton short-wheelbase truck, reconditioned 4D engine just fitted, £240.  
THAMES, 1956, 4D, 400-cu.-ft. integral van, £250.  
BEDFORD, 1959, 300-cu.-in. diesel long-wheelbase truck, well tyred, excellent condition, low mileage, £850.  
THAMES, 1955, 3.4-ton diesel truck, well tyred, excellent condition, £275.  
STANDARD Atlas 8 1959 van, low mileage, £245.

**HUBERT DEES, L.T.D.**  
15-19 BRIGHTON ROAD,  
SOUTH CROYDON.  
Croydon 6011. 902-603

Used Goods Vehicles (contd.)

**C. L. AND H. L. BLUNDELL, L.T.D.**  
AUSTIN, DODGE MAIN DEALERS.  
NEW VEHICLES.  
AUSTIN 7-ton short-wheelbase tipper, steel body, 9.00 x 20 tyres, Eaton 2-speed axle, list price.

**USED VEHICLES.**  
1960 March, AUSTIN 7-ton platform, new engine fitted, 6,000 miles ago, 9.00 x 20 tyres, heater and flasher, £890.  
1960 Thames 2-ton standard 4D diesel van, 11,000 miles since new, £610.  
1958 AUSTIN 7-ton 702 drop-side truck, 9.00 x 20 tyres, completely overhauled throughout, £710.  
1958 COMMER 7-ton TS3 diesel platform, air brakes, 5-speed gearbox, heater and helper springs, 9.00 x 20 tyres, £725.  
1957 COMMER 7-ton TS3 diesel drop-side, perfect condition, £675.  
1955 GUY 6-ton Otter, Perkins diesel, 2-speed axle, clean, £250.  
1954 BEDFORD 7-ton petrol drop-side, fair condition throughout, £225.  
1952 DODGE 6-yd. petrol tipper, good condition £200.

**CANTERBURY 5476.**  
**FOLKESTONE 51988.**  
**ASHFORD (KENT) 99.**  
AFTER 6.30 P.M., LITTLEBOURNE (KENT) 318. 902-435

**OVER HALL GARAGES, L.T.D.**  
VAUXHALL AND BEDFORD DEALERS.  
1953 AUSTIN 5-ton platform.  
1953 BEDFORD 10-ton tractor unit, S.A.E. coupling, petrol, one owner.  
1955 BEDFORD 7-ton tipper, diesel.  
SELECTION 1958-59 Ford and Austin 15-cwt. vans.  
NEW 15-cwt. BEDFORD van.  
NEW A-type BEDFORD 5-ton cab, complete with seat, special price.  
**OVER HALL GARAGES, L.T.D.**  
STAINES ROAD, BEDFORD, MIDDX.  
Ashford 5741. 902-412

**SHUKERS OF SHEFFIELD, L.T.D.**  
55-60 BROAD STREET,  
SHEFFIELD.  
Phone 20311.  
**OFFER:—**  
1956 MORRIS 4-ton long-wheelbase drop-side truck (diesel), one owner from new, low nominal mileage, original tyre equipment, in first-class condition, ready for immediate work, at £325.  
BEDFORD 15-cwt. van, 102-in. wheelbase (December, 1959), blue, one careful private owner from new, low nominal mileage, taxed to end of year, equal to new, good value with a saving of £150 from new, £375 or £85 deposit, balance 36 monthly payments of £10 4s. 7d.  
CASH buyers of recent-model BEDFORDS. 902-442

**VIGO MOTORS.**  
1960 BEDFORD Utilibroke, farmer's model.  
1959 BEDFORD Utilibroke, immaculate condition.  
1956 Thames 10-12-cwt. van.  
VIGO MOTORS, Walmer Rd., W.10. Ludbrooke 3051. 902-169  
**SPARSHATT offer:—**  
LEYLAND Comet 1958 short-wheelbase 7-cu.-yd. tipper, L with underfloor gear, very good condition throughout, tyres excellent, £1,350.  
ALBION Clydeville, 1959 long-wheelbase alloy end-tipper, 16-cu.-yd. capacity with twin-ram gear, good condition, £1,650.  
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J. H. SPARSHATT AND SONS, LTD., London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60361. 902-9854

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**L**ATE 1958 COMMERCIAL diesel Superpoise 35-cwt. van, £275.  
**1954** 7-cu.-yd. BEDFORD diesel tipper.  
**1956** 7-cu.-yd. BEDFORD diesel tipper.  
**B**EDFORD Luton van, £50.  
**D**INNAGES, Wivelsfield Rd., Haywards Heath, Sussex. Phone, Haywards Heath 1466-7-8. 902-105

**1955** E.R.F. 5.4 (G), flat platform, one owner, good condition, choice of two.  
**1955** BEDFORD P6 5-ton drop-sider.  
**1955** E.R.F. 6.8 (J) flat platform.  
**1956** DODGE P6 long-wheelbase tipper.  
**1955** BEDFORD R6 long-wheelbase tipper, one owner.  
**1957** BEDFORD R6 7-ton flat.

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**N**EW A.E.C. Marshal 6-wheeler long-wheelbase, with cab.  
**N**EW A.E.C. Mercury, 16-ft. 3-in. wheelbase, chassis-cab fair by test.  
**1956** DODGE, Perkins P6, 15-ft. drop-side truck, £395.  
**1954** ALBION Chieftain, 15-ft. platform, £325.  
**P**RINCES (SALES), LTD., Millbrook, Southampton 76301. 903-9884

**1957** FORD, tipper 4D, green, £350.  
**1948** DODGE 3-ton tipper, petrol, £75.  
**1955** BEDFORD drop-side truck, green, Perkins R6, £195.  
**1955** B.M.C. Tipper, 5-ton, diesel, £225.  
**1947** ATKINSON 4-wheeler, 18-ft. platform, 4LW, 5-speed box, £295.  
**1947** AUSTIN drop-side 5-ton truck, £60.  
**S**ANDCLIFFE GARAGE, LTD., Stapleford, Nottingham. Sandiacre 2234-5-6. 902-11

**S**PARSHATT'S, Millbrook, offer—  
**G**UY Warrior 1959, 7.7-litre A.E.C. engine, 10.00 x 20 tyres, drop-side body, £1,250.  
**1959** FORD Trader 6D 7-ton, fitted 16-ft. 6-in. drop-side body, first-class general condition, £675.  
**P**HONE, Southampton 74947. 902-25

**P**EAK GARAGES, LTD., offer for immediate delivery  
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**1958** 7-ton DODGE chassis and cab.  
**1957** DODGE tractor unit, Scammell coupling.  
**1955** 5-ton DODGE tipper, long wheelbase.  
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**£200.** 1957 B.M.C. diesel Scammell tractor.  
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**1958** Thames Trader 7-ton 6-yd. fixed-side Anthony tipper.  
**1959** J-type BEDFORD 6-ton 6-yd. fixed-side Anthony tipper, 5-speed box.  
**1959** Thames Trader 7-ton 160-in. wheelbase, drop-side truck, 27,000 miles only, £825.  
**1958** Thames Trader 7-ton, 160-in.-wheelbase, chassis-cab, £575, no offers.  
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**1949** BEDFORD-SCAMMELL artic. unit and drop-frame, single-wheel trailer, clean outfit, £280.

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**E**RNEST THORPE AND CO., LTD., Thurgoland, Sheffield. Phone, Stocksbridge 2152 or 2142. 902-344

**D**ICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds, offer—  
**1947** KARRIER 3-4-ton drop-side truck, £110.  
**C**OMMER 2-ton truck, 1945, £40.

**F**ORDSON 5-ton diesel truck, 1956, £305.  
**M**ORRIS 5-ton drop-side truck, £285.

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**D**ICKINSON AND ADAMS, Luton 51221. 902-448

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**1948** SCAMMELL tractor unit with single-pin hitch and choice of trailer.  
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- 3**/4-TON vans, petrol or diesel, choice of colours.
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**B**ANTAM light diesel 2-ton tipper, 8-ft. 2-in. wheelbase, works body.  
**B**ANTAM 2-3-ton chassis-cab, light diesel, 8-ft. 2-in. wheelbase.  
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**12**-TON tractor with fifth-wheel coupling, air brakes, 9.00 x 20 tyres, heater, to go with above 25-ft. platform trailer, 4-ft. 6-in. headboard.  
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**N**EW COMMER 15-cwt. vans, petrol or diesel.  
**N**EW COMMER 15-cwt. petrol Luton van.  
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**7**-TON 160-in. 6D truck.  
**7**-TON 108-in. tipping chassis-cab.  
**7**1/2-TON 138-in. chassis-cab with 8-cu.-yd. F.S. body and Edbro gear.

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**THAMES** Trader 7-ton 108-in. wheelbase Edbro drop-side tipper, 7-yd. body with cab guard, grey cab, 9.00 x 20 12-ply tyres.  
**THAMES** Trader 7-ton 108-in. wheelbase 6-yd. drop-side, 9.00 x 20 tyres.  
**THAMES** Trader 75 6D 138-in. wheelbase chassis-cab.  
**THAMES** Trader 75 6D 160-in. wheelbase chassis-cab, 2-speed axle.  
**THAMES** Trader 3-ton 118-in. wheelbase 4D low-frame chassis-cab.  
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FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. EEZ-801

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**ONE** 1961 A.E.C. 41-seater Duple Britannia, fitted with radio, heaters and quarter lights, as new. Apply Muthall Garage, Salsburgh, By Motherwell. Phone, Salsburgh 207.

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STRAFORD,  
LONDON, E.15.

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**1948-49** A.E.C. MK. III double-decker buses, 39-seaters, 9.6-litre diesel engines, air brakes, not ex-L.T.E., certificate of fitness, £275 each. **NUMEROUS** selection of double-decker buses, luxury coaches and commercial vehicles in stock at exceptionally low prices. Write now for our surplus list to 502 High Rd., Leytonstone, E.11. 902-234

**1952** A.E.C. 38-seater, full front, 9.6, crash box, allweather body, £600. Write or phone 43 Glenall Rd., Edgware, Sto 7210. 902-9855

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**J. CAMPBELL PARK, LTD.**, Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 902-324

**1959** A.E.C. 41-seater, Plaxton Panorama body, in immaculate condition throughout. **R. COWDELL**, 121 Malpas Rd., Newport, Mon. Phone 59866. 902-305

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7-FT. 6-IN. 1959 BEDFORD Duple with 300 diesel 7 engine, excellent condition, finished red and ivory, choice of two from £2,850. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 902-256

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### Used Passenger Vehicles (contd.)

**NOVEMBER, 1959**, 15-seater BEDFORD Duple luxury coach, 25,000 miles, heater, radio, certificate of fitness 1966, £1,600. Ycomans. Phone, Canon Pyon 207, Hereford. 903-83141

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**1951-2** COMMER 33-seater with Plaxton and Strachan bodies, good certificates, from £350. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 902-254

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**COMMER** coach, Albion engine, suitable for carrying workmen.

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**CROSSLEY** double-decker, 1948, certificate of fitness three years, £200. Single-deckers, 1949, £90 each, mechanically good, perfect bodies. Gormans Buses, Coatbridge, Scotland. 902-536

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**1950** DENNIS (35) Duple coach, certified 20.4.63, good order, £250. Box CM016, care of "The Commercial Motor." 902-96

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**FODEN** 41-seater, 6LW, 1953, certificate of fitness April, 1964, offers, part-exchange car or coach considered. H.P. facilities. Arterial Motors, Derby 44593. 902-x2889

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**LEYLAND** PS1 35-seater service buses, Roe bodies, exceptionally clean, certificates of fitness 1964, £285.

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**1959** BEDFORD diesel 41-seater full-luxury Harrington Crusader, fitted with radio and heaters and many other extras, small mileage, as new, certificate of fitness 1967.

**1959** BEDFORD diesel 41-seater, full-luxury Duple body, fitted with radio and heater, also many other extras, certificate of fitness 1966, choice of two.

**1956** BEDFORD 41-seater, full-luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey red moquette, in excellent condition throughout, certificate of fitness 1966, choice of two.

**1956** BEDFORD Super Vega 41-seater, full-luxury Duple body with Perspex quarters, Formica side panels, heaters, public address system, interior fawn and red moquette, in good, clean condition throughout, just been recertified, choice of two.

**1956** BEDFORD Vega 41-seater, full-luxury Duple body, fitted with heater, Formica side panels, small mileage, in good, clean condition throughout, certificate of fitness 1966.

**1956** COMMER TS3 41-seater, full-luxury Plaxton body, fixed with heater, in good, clean condition throughout, certificate of fitness 1966.

**1955** BEDFORD Super Vega 41-seater, luxury Duple body, fitted with radio and heater, Formica side panels, top sliding windows, interior autumn tint, in good clean condition throughout, certificate of fitness 1965.

**1955** COMMER TS3 39-seater, full-luxury Plaxton Venturer body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

**1955** LEYLAND Tiger Cub, front entrance, Ealon 2-speed axle, 41-seater full-luxury Burlingham Seagull body, fitted Formica side panels, heaters, clean condition throughout, certificate of fitness 1964.

**1954** BEDFORD Super Vega 36-seater, full-luxury Duple body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

**1952** A.E.C. 9.6 engine full-front 39-seater full-luxury Whitson observation coach, good tyres, in good, clean condition throughout, one owner since new, certificate of fitness 1962.

**1952** Duple body, fitted heaters, interior red moquette, good, clean condition throughout, certificate of fitness 1962.

**1951** full-luxury Duple body, fitted heaters, Formica side panels, good, clean condition throughout, certificate of fitness 1961, choice of two.

**1950** BEDFORD Vista 29-seater, full-luxury Duple body, fitted with Perspex quarters, Formica side panels, in good, clean condition throughout, certificate of fitness 1963.

**1948** DAIMLER, fitted with 1953 Burlingham Seagull body, 36-seater, fitted heater, Perspex quarters, in good, clean condition throughout, certificate of fitness 1963.

**1947-48** BEDFORD Visior, 29-seater Duple bodies, certified 1961-62, choice of several.

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PHONE, DOUGLAS 2940. PHONE, DOUGLAS 2940.  
IMMEDIATE OR EARLY DELIVERY OF NEW BED-  
FORD DIESEL CHASSIS WITH DUPLÉ 41-SEATER  
FULL LUXURY COACH BODIES.

BETTER VALUE THAN EVER BEFORE IN S.M.T.  
RANGE OF USED COACHES.

EXAMPLES FROM OUR LARGE AND  
COMPREHENSIVE STOCK INCLUDE:—

1960 BEDFORD-DUPLE SBI 41-seaters, extras include  
heaters, top sliding windows, plastic headrest covers,  
wheel discs front and rear, as new condition; choice of  
two.

1959 BEDFORD-DUPLE SBI 41-seater, 2-speed rear axles,  
heaters, top sliders, wheel discs to rear wheels, choice of  
two immaculate machines.

1959 BEDFORD-PLAXTON SBI 41-seaters, Plaxton C-  
type body, synchro chassis lubrication, radio-public  
address, heaters, front quarter lights, top sliding windows,  
outstanding condition.

1959 BEDFORD-PLAXTON 41-seater, exterior red and  
cream, red moquette, Formica side casings, top sliding  
windows, plastic headrest covers, wheel discs, low-mileage  
top quality vehicle.

1957 BEDFORD-PLAXTON 41-seater, exterior ivory with  
blue-grey metallic chrome, Formica side casings, glass roof  
quarters, inswain parcel racks, radio-public address, and  
many other extras; this is a top quality vehicle ex a  
well known Continental touring fleet.

1958 BEDFORD-DUPLE 41-seater coaches, exterior ivory  
and red, seating in red patterned moquette, many extras;  
choice of two top quality machines.

1955 BEDFORD-PLAXTON 35-seater, certificate of fit-  
ness 1965, exterior ivory with blue-grey metallic chrome; ex  
well known Continental touring fleet; many extras.

1954 BEDFORD-DUPLE 36-seater, R6 engine, certificate  
of fitness 1964, exterior blue and cream with blue  
moquette seatings, Formica side casings, heater, a fresh  
coach.

1952 BEDFORD-DUPLE 33-seater, exterior in ivory,  
heaters, just recertified.

1951 BEDFORD-DUPLE 33-seater, maroon with ivory  
waist, seating in red moquette, Formica side casings and  
heater, bargain.

1951 A.E.C.-BURLINGHAM 41-seater full luxury coach,  
rebuilt in 1955, certificate of fitness 1965, excellent value.  
1951 LEYLAND Royal Tiger-Window 39-seater coach,  
many extras and very reasonably priced.

1952 LEYLAND PSI-PLAXTON 37-seater, certificate of  
fitness 1963, exterior black, very clean machine.

1950 LEYLAND-HARRINGTON 37-seater, certificate of  
fitness 1963, exterior two-tone blue, blue moquette.

1955 COMMER-DUPLE 41-seater diesel, certificate of  
fitness May, 1964, 2-speed rear axle, exterior red and  
cream, radio, public address, heaters, plastic headrest  
covers, mechanically very sound indeed and well tried.

1954 COMMER-PLAXTON 39-seater, certificate of fitness  
1965, reconditioned engine very recently fitted, 2-speed rear  
axle, glass roof quarters, Formica side panels, excellent  
value.

**AND MANY OTHERS**

INCLUDING EXCELLENT SELECTION OF HALF  
CAB 33-SEATERS CROSSLEY AND CHOICE OF FOUR  
FODEN-PLAXTON 33-SEATERS WITH 6LW ENGINES  
AT VERY REASONABLE PRICES

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1958 BEDFORD Super Vega (41), petrol, similar to  
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1953 BEDFORD Vega, fitted 31 adjustable reclining  
seats plus Courier, radio and heaters, Super  
coach for touring, first-class condition, £1,575.

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1951 BEDFORD 20-21-seater coach, in nice order,  
exterior green, uncertified for private use, £390.

1950 BEDFORD Vista, exterior green, £475.

LEYLAND PSI Duple (35), reconditioned and repainted,  
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1949-48-47 Vistas; choice of six from £175.

RETRIMS and conversions to high-backs from £65.

DRIVER-OPERATED door gears.

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1951-48 BRISTOL 56-seater high-bridge double-  
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Gardner, A.E.C. 7.7 and Bristol AV96 diesel engines, in  
super mechanical and body condition, certificate of fitness  
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1948 LEYLAND PDI, fitted Charles Roe high-  
bridge 56-62-seater double-decker teal and  
metal bodies, with late-series low-mileage PDI 7.4 diesel  
units, crash boxes, in super mechanical and body condi-  
tion, certificate of fitness to 1962, choice of four, price  
£400-£450.

1947-48 Mark III and RT-type A.E.C. double-  
deckers (not ex-London Transport), with  
56-seater Metcam all-metal bodies, fitted late-series low-  
mileage 9.6 A.E.C. diesel engines (some under 15,000), in  
super mechanical and body condition, complete in all  
details and ready for immediate service, certificate of  
fitness to 1963-62, choice of four, price £500-£650.

**SINGLE-DECKERS.**

1961 FORD Traders with 41-seater Burlingham and  
Duple bodies, available for inspection and  
immediate delivery, some in colour, others awaiting paint-  
ing instructions, available for inspection at Burlingham  
and Duple works, choice of 10.

1952 LEYLAND Beadles with Beadle all-metal  
bodies, special high-back luxury seating, etc., in  
immaculate mechanical and body condition, some with  
certificate of fitness to 1962, others just recertified to  
December, 1964, choice of 16, price £950.

1952 Continental bodies, front-entrance sliding door,  
centre roof lights, Continental interior, racking, strip  
lighting, fitted 7.7 A.E.C. diesel engines, certificate of  
fitness expiring end of 1962, price £950.

1951 FODEN, 41-hire 2-stroke underfloor diesel  
engine, Mann Egeston 45-seater, 2-tier luxury  
seating, certificate of fitness 1962, choice of two, price  
£600-£650.

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low-mileage 7.7 A.E.C. diesel units, certificate of fitness  
end of 1961, price £350.

1950 BRISTOL 35-seater E.C.W. full-front full-  
luxury coaches, fitted Formica interior through-  
out, fitted late-series low-mileage Bristol AV9.8 diesel  
engines (15,000 miles only), Continental seasonal use only,  
excellent mechanical and body condition, certificate of  
fitness 1965-64, choice of 12, price £750-£700.

1950 BRISTOL 30-33-seater Window and E.C.W.  
half-cab coaches, fitted late-series low-mileage  
Bristol AV9.8 and Gardner 5LW diesel engines, certificate  
of fitness 1965-60, choice of six, price £700-£650.

1949 Mark III 35-seater service saloons with Brush  
and Park Royal all-metal bodies, fitted 7.7 and  
9.6 A.E.C. diesel engines, in excellent mechanical and  
body condition, certificate of fitness 1963-62, choice of 10,  
price £550-£275.

1949 GUY Vixen 30-seater full-front petrol coach,  
exceptional condition, certificate of fitness 1963,  
price £425.

1948 LEYLAND PSIs with 35-seater Willowbrook  
thin-wall all-metal service saloon bodies, fitted  
low-mileage PSI engines, in excellent mechanical and body  
condition, certificate of fitness to end of 1961-62, choice  
of 24, price £350-£400.

1948-47 BRISTOLS with E.C.W. 35-seater thin-wall  
all-metal service saloon bodies, fitted late-series  
low-mileage 5LW Gardner engine, in immaculate mechani-  
cal and body condition, certificate of fitness expiring end  
of 1962, choice of seven, price £450-£500.

1948-49 MAUDSLAY with Burlingham and Duple  
33-35-seater bodies, fitted 7.7 A.E.C. diesel  
engines, in excellent mechanical and body condition, certi-  
ficate of fitness 1964-62, choice of 10, price £200-£250.

1948-49 LEYLAND PSIs, fitted with 35-33-seater  
Burlingham, Duple and Willowbrook full-luxury  
bodies, fitted with luxury seating, fitted low-mileage late-  
series 7.4 Leyland diesel engines, certificate of fitness  
1963-61, choice of 10, price to clear £325-£350.

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fitness 1963-61, price £175-£200. Also Crossley  
and Daimler with Willowbrook and Duple bodies, £175  
each.

1938 A.E.C.s with 1951-52 Plaxton E.C.W. and  
Willowbrook 35-seater service saloons and coach  
bodies, fitted low-mileage late-series 7.7 A.E.C. diesel  
engines, certificate of fitness to end of 1962-61, choice of  
six, price £350-£300.

**ENGINES.** We have in stock engines complete with  
fuel pumps, dynamo and starter for all well-known  
makes of passenger vehicles, complete with clutch and  
gearbox, price £150; Gardner 6, 5, 5LW and 5LK; A.E.C.  
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**SUPER coach seats.** Several sets of press-button-control  
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headrests, cost when new £550-£600, very little used since  
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**10-LITRE Meadows diesel engine, ex-Tilling-Stevens.**  
complete with fuel pump, dynamo and starter,  
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FOURWAYS GARAGE,

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Smallwood 225, 226.

NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

NEW 1961 Duple 41-seaters.

**FINISHED TO YOUR OWN SPECIFICATIONS**

1960 FORD Thames 41-seater Burlingham.

1960 Model BEDFORD 41-seater Duple, radio,  
heater.

1959 Thames Plaxton 41-seater.

1959 BEDFORD Plaxton, quarter lights and many  
extras.

1959 BEDFORD Duple 41-seater.

1959 BEDFORD Yeates 41-seater.

1958 BEDFORD Plaxton.

1958 BEDFORD Plaxton, quarter lights and many  
extras.

1958 BEDFORD Duple 41-seater.

1958 BEDFORD Duple 37-seater.

1958 BEDFORD, Leyland Comet engine, 41-seater  
Duple.

1957 COMMER Plaxton 41-seater.

1956 COMMER Plaxton 41-seater.

1956 COMMER Plaxton 37-seater.

1955 COMMER Plaxton 41-seater, armrests and  
many extras.

1955 BEDFORD Burlingham 35-seater.

1954 LEYLAND Tiger Cub 41-seater.

1954 A.E.C. Duple Reliance 41-seater.

1953 BEDFORD Plaxton 35-seater.

1953 BEDFORD Duple 37-seater.

1952 BEDFORD Plaxton 33-seater.

1951-52 BEDFORD Duple 33-seater, choice of three

WE ARE NOW TAKING ORDERS AND FINISHING  
INSTRUCTIONS FOR  
**EARLY DELIVERY.**

VARIOUS petrol and diesel coaches available for work  
or contract, some with good certificates of fitness,  
cheap to clear.

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NEW 1961 BEDFORD diesel 41-seater Super Vega,  
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immediate delivery.

1959 BEDFORD petrol 41-seater, exterior blue-grey,  
certificate of fitness to April, 1964.

1959 BEDFORD diesel 41-seater 7-ft. 6-in. Duple  
Super Vega, moquette red, exterior cream-red,  
certificate of fitness 1966.

1959 BEDFORD petrol 41-seater Super Vega,  
exterior grey-blue.

1959 BEDFORD diesel 41-seater Duple Super Vega,  
exterior cream-brown, certificate of fitness to  
1966.

1958 BEDFORD diesel 41-seater Super Vega,  
exterior ivory.

1957 BEDFORD petrol 41-seater, exterior grey-blue,  
certificate of fitness March, 1964.

1957 BEDFORD petrol 41-seater Plaxton, exterior  
blue-black, certificate of fitness to April, 1964.

1955 COMMER T33 36-seater Duple, full front,  
exterior red-maroon, certificate of fitness May,  
1965.

1955 BEDFORD petrol 38-seater Super Vega,  
exterior blue-cream, certificate of fitness 1964.

1955 BEDFORD petrol 38-seater Super Vega,  
exterior ivory-green, certificate of fitness 1965.

1955 BEDFORD petrol 36-seater Super Vega,  
exterior maroon-grey, choice of two.

1954 BEDFORD petrol 36-seater, exterior green-grey,  
certificate of fitness March, 1964.

1954 BEDFORD petrol 36-seater Super Vega,  
exterior cream-red, certificate of fitness 1964.

1954 BEDFORD petrol 36-seater Super Vega,  
exterior black-cream, certificate of fitness 1964.

1953 BEDFORD 35-seater diesel Duple Super Vega,  
exterior cream-red, certificate of fitness July,  
1961.

1952 BEDFORD petrol 37-seater Gurney Nuttins,  
exterior maroon-cream, certificate to January,  
1962.

1952 BEDFORD petrol 33-seater, exterior buff,  
certificate of fitness December, 1962.

1952 DENNIS Falcon 35-seater Duple, exterior  
blue-cream, certificate of fitness 1962.

1951 FODEN, 6LW 37-seater Metalcraft body,  
exterior grey-green, certificate of fitness 1961.

1951 MAUDSLAY, A.E.C. oil engine, 33-seater,  
Bellhouse-Hartwell, certificate of fitness August,  
1963.

1951 BEDFORD petrol 35-seater, exterior red,  
certificate of fitness August, 1961.

1951 BEDFORD petrol 33-seater, exterior green-grey,  
certificate of fitness June, 1961.

1950 COMMER 33-seater, exterior blue-maroon,  
certificate to May, 1963.

1948 DENNIS, 33-seater Churchill body, exterior  
cream-blue, certificate of fitness 1963.

1948 AUSTIN 31-seater, exterior green.

1947 DENNIS 35-seater, exterior blue-cream, certi-  
ficate of fitness 1962.

EXPORT inquiries invited.

902-13



**STANLEY HUGHES AND CO. LTD.**  
LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL,  
NEAR LEEDS.

**OWING TO SHORTAGE OF SPACE  
SLASHING REDUCTIONS IN PRICES  
OF ALL VEHICLES.**

## 1961 NEW MACHINES. 1961

**A.E.C.** Reliance, fitted with 41-seater Plaxton body, duo grey and red exterior with red interior, and fitted with heaters, glass roof quarters, tubular racks, top sliding windows, central entrance with mat in well.

**A.E.C.** Reliance machines, fitted with either Plaxton, Ford Trader, fitted 41-seater Plaxton full-front luxury ham bodies, colours and specifications to choice.

**FORD** Traders, fitted with Plaxton, Duple or Burlingham bodies, colours and specifications to choice.

**BEDFORD** SBI chassis, fitted with 41-seater Duple B bodies, all red interior and offering a choice of exterior colours and specifications.

**BEDFORD** SBI chassis, fitted with Plaxton, Duple or Burlingham bodies, colours and specifications to choice.

## FIRST-CLASS USED MACHINES.

**1960.** June, BEDFORD SBI diesel 41-seater Plaxton, cream exterior with red interior, C-type body with raised-up floor, side domes and many extras, 16,000 miles.

**1960.** June, BEDFORD SBI diesel, 41-seater Duple B bodies, cream exterior with red interior, many extras, 15,000 miles.

**1960.** June, BEDFORD 41-seater Duple, K-type body, moulding grey and red exterior with red interior, top sliding windows; choice of two.

**1960.** June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 7 ft. 6 in. wide, K-type moulding, glass roof quarters and many other extras, 15,000 miles; choice of two.

**1960.** June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 8 ft. wide, glass roof quarters and tubular racks, K-type moulding; choice of two.

**1960.** June, FORD Thames Traders, 41-seater Plaxton bodies, choice of two, finished in cream with red interior and fitted with heaters, glass roof quarters with blinds, tubular racks and armrests.

**1959.** A.E.C. Reliance, choice of four, fitted with Panorama bodies and finished in grey and red with red and grey interior, 1-owner machines and absolutely as new.

**1959.** FORD Thames Trader, fitted with 41-seater Duple body, finished in ivory with red interior, choice of six machines, fitted heaters, lift-up roof, armrests, fog lights, etc., K-type moulding.

**1959.** FORD Thames Trader, choice of three Burlingham bodies, finished in green and cream with red interior and fitted with Eaton 2-speed axle.

**1959.** BEDFORD SBI, choice of two 41-seater bodies of Plaxton bodies, finished in yellow and black with grey and black interior, fitted with radio, heater, wheel discs.

**1959.** BEDFORD SBI, petrol, with Plaxton 41-seater body, finished in ivory with red interior, immaculate throughout.

**1956.** BEDFORD petrol, choice of six 41-seater Plaxton and Duple bodies, various colours and specifications.

**1956.** COMMERCIAL TS3 with Eaton 2-speed axle, Duple 41-seater body, finished in red and cream with red interior, fitted with heater, glass roof quarters, tubular racks, top sliding windows and Formica casing panels, certificate of fitness to 1966.

**1956.** BEDFORD with 41-seater Plaxton body, pink interior and maroon interior with red all-leather seats, heater, glass roof quarters, tubular racks and Formica casing panels, finished in yellow and black, certificate of fitness to 1966.

**1956.** BEDFORD 41-seater body by Duple, choice of two in blue and ivory with red interior, lift-up roofs and Formica casing panels, certificate of fitness to December, 1966.

**1955.** COMMERCIAL TS3 with 2-speed axle, choice of three 35-seater bodies, finished in cream with autumn tint interior, immaculate condition.

**1955.** COMMERCIAL TS3 with 2-speed axle, 39-seater Plaxton body, finished in cream with autumn tint interior and fitted with lift-up roof and Formica casing panels.

**1955.** May, COMMERCIAL TS3 with Eaton 2-speed axle, finished in autumn tint with cream and fawn interior and fitted with heater.

**THE FOLLOWING MACHINES ARE TO SELL AT KNOCK-OUT PRICES TO CLEAR.**

**NO PART-EXCHANGES TAKEN AGAINST THESE VEHICLES.**

**1955.** BEDFORD, Strachan body with 24 armchair seats and lift-up roof, Eaton 2-speed axle, £1,100.

**1954.** BEDFORD, 37-seater Burlingham body, finished in red and ivory with fawn and red interior, lift-up roof, £1,250.

**1954.** SENTINEL, choice of four, 40- and 44-seater service buses, certificate of fitness to 1964, £700 each.

**1953.** BEDFORD, petrol, 36-seater Yeates Riviera body, finished in red and cream with red interior and fitted with lift-up roof, £1,200.

**1953.** A.E.C. Contender, 27-seater body on 9.00 x 20 tyres, with Eaton 2-speed axle, £850.

**1952.** A.E.C. Mk. 4, 41-seater Duple body finished in cream with autumn tint interior and fitted with lift-up roof, heater, Formica casing panels and armrests, certificate of fitness to May, 1962.

**1952.** DAIMLER, 37-seater Burlingham Seagull body, finished in duo grey and red with red interior, and fitted with radio and top sliding windows, £1,295.

**1952.** COMMERCIAL, 33-seater Plaxton body, Eaton 2-speed axle.

**1951.** 52 A.E.C. 37- and 41-seater Burlingham bodies, choice of colour and fitted with new-type lift-up roof and Formica casing panels, £1,450 each.

**1951.** LEYLAND PS2, Harrington 37-seater body, finished in red and cream with red interior.

(Continued in next column)

## Used Passenger Vehicles (contd.)

**1951.** FODEN 2-stroke Bellhouse Hartwell 39-seater, £400.

**1950.** LEYLAND 33-seater, Plaxton full-front body, certificate of fitness to June, 1964.

**1949.** 50 A.E.C. 9.6 engine, 33-seater Windover body, choice of two, £275 each.

**1947.** 8-9 LEYLAND PS1, choice of six at £250 each.

**1949.** May, A.E.C. 9.6 engine, 33-seater Burlingham body with Plaxton full front, finished in red and cream, certificate of fitness to June, 1964.

**1948.** MAUDSLAY, A.E.C. 7.7 engine, 33-seater Burlingham body with Plaxton full front, finished in red and cream, certificate of fitness to 1962.

**1946.** GUY double-deckers, 56-seater Park Royal bodies, choice of 5- and 6-cylinder engines, £250 each.

**A.** Few BEDFORD 29-seaters, 1947-50, at £200 each.

**CHOICE** of a further 50 machines in stock. Your inquiries welcomed.

**LL** types of passenger vehicle spares for immediate disposal, including Mark IV A.E.C. 9.6, Leyland 7.4, Guy, etc.

**NEW** machines 20% deposit and the balance over four years; late-type second-hand machines 20% deposit and balance three years.

**PHONE, BRADFORD 68144-9.**  
**NIGHT PHONE, CLICKHEATON 2461-2.**  
**MIRFIELD 2370.**

**WALES: R. COWDELL, NEWPORT 59866.**  
**902-535**

**DON EVERALL (COMMERCIAL VEHICLES), LTD.,**  
34 CLEVELAND ROAD,  
WOLVERHAMPTON.

**PASSENGER TRANSPORT SPECIALISTS.**

**NEW BEDFORD SBI** diesel 41-seater Duple or Burlingham coaches.

**NEW FORD** Trader 41-seater Duple, Plaxton or Burlingham coaches.

**NEW COMMERCIAL** Avenger 41-seater Duple coach, one only.

**ALL** available with early delivery and finished to your instructions.

**1960.** FORD Trader diesel 41-seater Burlingham coaches, choice of three, £3,450.

**1959.** COMMERCIAL Avenger 41-seater Duple coaches, choice of six, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £1,400.

**1956.** BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2,100.

**1956.** 57-58 COMMERCIAL Avenger 41-seater Duple coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.

**1955.** BEDFORD petrol 36-seater Burlingham coach, recertified 1965, very clean, £1,900.

**1954.** BEDFORD petrol 32-seater Burlingham Seagull coach, armchair reclining seats, glass roof quarters, £1,300.

**1953.** BEDFORD petrol 35-seater Duple coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1963, £1,350.

**1953.** BEDFORD petrol 35-seater Burlingham coaches, certified 1963, £1,400; choice of two.

**1952.** A.E.C. Mk. IV 41-seater Yeates coach, certified 1962, £1,400.

**1951.** LEYLAND Royal Tiger 41-seater Metalcraft coach being recertified, £1,300.

**1950.** DAIMLER C196 37-seater ACB coach, certified 1964, £600.

**1947.** LEYLAND PD1 54-seater low-bridge double-decker, repainted and recertified 1964, £500.

**SPECIAL OFFER:—**

**1952.** CROSSLEY 39-seater Yeates coach, half cab, certified 1962, £550.

**50**

**DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR HIRE**

**FOR SHORT OR LONG PERIODS.**

**PHONE, WOLVERHAMPTON 23212.**

**NIGHTS AND WEEK-ENDS, 2324-7 AND 22293.**

**DON EVERALL (COMMERCIAL VEHICLES), LTD.,**  
902-126

**THE MILLBURN ORGANIZATION FOR IMMEDIATE DELIVERY.**

**1959.** BEDFORD Yeates 41-seater saloon de luxe, certificate of fitness 1966.

**1958.** BEDFORD diesel 29-seater Duple luxury coach, certificate of fitness 1965.

**1958.** COMMERCIAL TS3 Duple 41-seater luxury coach, certificate of fitness 1965.

**1958.** BEDFORD Plaxton de luxe 41-seater, certificate of fitness 1965.

**1955.** ATKINSON, Gardner 5-cylinder underfloor unit, Burlingham 41-seater coachwork, certificate of fitness 1965.

**1955.** BEDFORD Perkins R6 Duple 36-seater luxury saloon, certificate of fitness 1965.

**1950.** ALBION 6-cylinder diesel with overdrive, Duple 33-seater de luxe engine overhauled October, 1960, at cost of £400, certificate of fitness 1964.

**1950.** LEYLAND PS2 Burlingham full-front 33-seater.

**WE** have recently purchased over 100 LEYLAND single- and double-deck buses and coaches, 31-, 33-, 35-, 53- and 56-seaters. Good certificates on majority of above.

**SEE OUR FULL-PAGE ADVERT. IN THIS ISSUE.**

**N.B.—Next Motor Auction Sale Thursday, April 6.**

**MILLBURN MOTORS (PRESTON), LTD.,**  
WALMER BRIDGE,  
LONDON, PRESTON.  
Phone, Longton, Lancs. 3255-6. 902-82

## Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SHOWROOMS AND SERVICE STATION,  
FARNHAM TRADING ESTATE,  
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.  
AFTER 6 P.M. FARNHAM 4481.

**WE CAN OFFER DELIVERY OF THE FOLLOWING NEW VEHICLES.**

**PAINTED TO INSTRUCTIONS:—**

**NEW BEDFORD SBI** diesel, 5-speed gearbox, Duple B bodies, red interior, painted to colours, three-four weeks delivery, list price.

**NEW BEDFORD SBI** diesel, fitted 2-speed axle, Plaxton C-type body, heaters, Formica sides, glass roof quarters, red interior, for immediate delivery, list price.

**1960.** BEDFORD SBI diesel, Duple body, glass roof quarters, heaters, radio, low mileage, one owner, certificate of fitness 1967, £1,600.

**1959.** BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two, immaculate vehicles, £1,250.

**1959.** July, COMMERCIAL TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness 1966, £1,750.

**1959.** BEDFORD PSV 11-seaters, green-cream exterior, certificate of fitness 1966, choice of three from £550.

**1958.** BEDFORD Vegas, 37-41-seaters, red interior, green exterior, choice of two, very clean, certificate of fitness 1965, £2,850.

**1957.** December, BEDFORD Leyland Comet-engined Duple 41-seaters, Formica sides, autumn tint interior, certificate of fitness 1964, £3,000.

**1956.** BEDFORD petrol Duple 41-seater, green interior, Formica side casing, heater, radio, very clean, £2,600.

**1954.** BEDFORD Plaxton 38-seater, red interior, recently retouched, green-cream exterior, very clean, certificate of fitness 1964, £1,950.

**1953.** BEDFORD, Yeates 35-seater body, red interior, cream-red exterior, certificate of fitness 1963, £1,475.

**1952.** BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, £975.

**1952.** DENNIS J3, Strachan 37-seater full-fronted body, one owner, £650.

**1951.** DENNIS Falcon, 31-seater Strachan body, certificate of fitness 1963, £550.

**1951.** 52 BEDFORD Vegas, 33-35-36-seaters, choice of several from £1,000.

**1947.** 48 DAINLER Plaxton and Duple bodies, 15-seaters, clean machines, from £195.

**1946.** BEDFORD OB chassis, fitted 29-seater Harrington bodies, high-backed seating, fitted heaters, one owner, only used on coastal work, certificate of fitness 1961, £175.

**WE** usually carry a stock of cheap vehicles suitable for shops and carrying workmen, etc.

**As** Plaxton authorized repairers for the south, we offer a good repair service, also painting and trimming. Crash jobs our speciality.

**WE** can usually arrange to hire you a coach while yours is off the road. 902-495

**W. S. YEATES, L. TD.,**  
DERBY ROAD, LOUGHBOROUGH.

**THE COMPLETE SERVICE TO COACH OPERATORS.**

**IF** you are considering another coach for the season why not do what so many coach operators have been doing for many years—come and see the very carefully prepared second-hand luxury coaches at Yeates.

**YOU** are always welcome to see the chassis repair works and coachworks where we thoroughly check and repair the coaches we offer for sale. Nowhere in the country is the same care and attention given to make sure that the coach operator receives a good coach that represents the best possible value for money.

**YOU** are welcome any time, any day (please let us know if you wish to call outside normal working hours). We welcome part-exchange and can make the necessary arrangements for H.F., etc.

**WE** still offer good delivery on new coaches, including Duple, Plaxton and Burlingham coachwork.

**IMPORTANT NOTICE.**

**THE NEW BEDFORD FRONT ENTRANCE YEATES PEGASUS 44-SEATER BUS IS NOW IN SERVICE AND WE ARE NOW TAKING ORDERS FOR DELIVERY DURING JUNE AND JULY. THIS CHASSIS IS ALSO AVAILABLE WITH FULL LUXURY COACHWORK. PHOTOGRAPHS, SPECIFICATION AND PRICES ON REQUEST.**

**FOR PERSONAL FRIENDLY ATTENTION AND SERVICE, WRITE, PHONE OR CALL.**

**W. S. YEATES, L. TD.,**  
PHONE, LOUGHBOROUGH 4321 (P.B.X.).  
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**TRANSPORT (PASSENGER EQUIPMENT), LTD.**

**1948.** A.E.C. 35-seater service saloons fitted 7.7 diesel engines, excellent mechanical order and general condition.

**1948.** DENNIS Lancel 32-34-seater service saloons, low mileage, fitted 5LW Gardner engines, first-class vehicles.

**1949.** DENNIS Lancel 32-34-seater service saloons, excellent condition, fitted 5LW Gardner engines, certificate of fitness November, 1964.

**LEYLAND** and Guy double-decked buses, choice of 50, L certificates of fitness from 1961 to 1963, prices from £175 each.

**OKA HOUSE.**  
BRUNSWICK STREET,  
MACLESFIELD.  
Phone 4433. 902-333

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, L.TD.,  
INGS ROAD, WAKEFIELD.

NEW 1961 BEDFORD SBI diesel 41-seater Plaxton  
Embassy, three available.  
NEW 1961 FORD Trader, diesel, 41-seater Plaxton  
Embassy, three available.  
NEW 1961 BEDFORD SBI, diesel (3-speed axle), 41-  
seater Harrington Crusader, one available.  
NEW BEDFORD SBI, diesel, 41-seater Harrington  
Seagull 60, heater, radio, one available.  
NEW MORRIS J2 (petrol engine) 13-seater Minibus,  
primer, £644 and P.S.V. Minibus, certified.  
1960 BEDFORD SBI, diesel, 41-seater Duple  
Super Vega, heater, radio, choice three.  
1959 BEDFORD SBI, petrol, 41-seater Duple Super  
Britannia, heater, radio.  
1959 BEDFORD SBI, petrol, 41-seater Duple Super  
Vega, heater, radio.  
1950 BEDFORD SBI, petrol, 41-seater Duple Super  
Vega, heater, radio.  
1958 BEDFORD SBI, diesel, 41-seater Plaxton,  
heater.  
1957 BEDFORD SBI, petrol, 41-seater Duple  
Super Vega, heater, radio, choice two.  
1958 COMMER TS3 (Rootes diesel) 41-seater  
Duple Super Vega coaches, choice seven.  
1957 COMMER TS3 (Rootes diesel) 41-seater Beadle  
Rochester luxury coach, heater fitted.  
1955 A.E.C. Reliance (7.75-litre) 41-seater Roe Dales-  
man luxury coach, choice two, heaters fitted.  
1955 COMMER TS3 (Rootes diesel) 41-seater Duple  
Super Vega, heater, radio, choice two.  
1954 A.E.C. Reliance, 7.75 41-seater Duple Super  
Vega, heater, radio, choice two.  
1954 BEDFORD SBI, petrol, 39-43-seater Burling-  
ham Seagull, certified 1965-62, choice two.  
1953 BEDFORD SBI (petrol) 33- to 38-seater Duple  
Vega, Plaxton Envoy, Yeates Riviera and  
Turney Nutting, choice several.  
1951 LEYLAND Royal Tiger 43-seater Metalcraft,  
heater, certified 1965, luxury seats.  
1951 A.E.C. Regal Mark IV 39-seater Windover.  
1950 BEDFORD Vista (petrol engine) 29-seater  
Duple, heater, choice five, certified 1963-62.  
HIRE-PURCHASE FACILITIES, EXCHANGES.  
Phone, Wakefield 6711 (10 lines). 902-367

BIRMINGHAM COACH SALES, L.TD.,  
44 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.  
Phone, Midland 1355.

NEW 1961 FORD DUBLES.  
PRE-WHITSUN DELIVERY.

1958 COMMER TS3 41-seater Plaxton, radio, three  
heaters.  
1957 BEDFORD Duple 41-seater, quarter lights.  
1956 COMMER TS3, fitted with 2-speed axle,  
heaters, public address system, certificate of  
fitness 1966, choice of three.  
1956 BEDFORD petrol 41-seater Duple, new certificate  
of fitness.  
1955 BEDFORD Duple 36-seater, wireless and P.A.  
system, immaculate, certificate of fitness 1965.  
1953 DAIMLER Freeline, 35-seater Bellhouse body,  
luxury seats, certificate of fitness 1965.  
1953 A.E.C. Mk. IV, 41-seater Yeates body, wireless  
and public address system, certificate of fitness  
1963.  
1953 BEDFORD 36-seater Duple, very clean, certificate  
of fitness 1963.  
1948 A.E.C. Double-deckers, low-bridge 53-seaters,  
Weymann bodies; choice of three.  
1948 A.E.C. 33-seater Burlingham, certificate of fitness  
1962, choice of two.  
GOOD selection of 1950 to 1954 BEDFORD petrols,  
available for inspection.

WE SPECIALISE IN PART-EXCHANGE WITH THE  
EASIEST OF HIRE-PURCHASE TERMS.

BIRMINGHAM COACH SALES, L.TD.,  
44 INGE STREET (NEXT TO HIPPODROME),  
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AFTER HOURS, WOLVERHAMPTON 36833.  
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SOUTHERN AREA REP., PHONE GRAMPOUND  
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STOCKLAND GARAGE, L.TD.,  
MARSH HILL, ERDINGTON,  
BIRMINGHAM, 23.  
Phone, Erd 7239 and Erd 2488.

1953 LEYLAND Royal Tiger Burlingham 37-seater,  
blue and cream, red interior, certificate of  
fitness March 1963.  
1953 BEDFORD, Duple body, 35-seater, blue and  
cream interior, certificate of fitness March  
1962.  
1952 LEYLAND Royal Tiger Harrington 41-seater,  
dorsal fin, blue, red interior, certificate of fitness  
April 1962.  
1951 LEYLAND Royal Tiger, Yeates body, 41-seater,  
blue and cream, red interior, certificate of  
fitness 1966, choice of two.  
1951 LEYLAND Royal Tiger, Duple body, 41-seater,  
blue and cream, red interior, certificate of  
fitness 1966.  
1951 LEYLAND Royal Tiger Burlingham 37-seater,  
blue and cream, red interior, certificate of  
fitness 1966, choice of two.  
ALL the above vehicles have been maintained by  
ourselves since new.  
1948 FODEN GLW Gardner engine, Windover body,  
33-seater, fawn interior, certificate of fitness  
1963. 902-145

B36

Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), L.TD.,  
CROSS ROADS GARAGE,  
ANSTON,  
NEAR SHEFFIELD.  
GREAT BRITAIN'S LEADING  
COACH SPECIALISTS

1960 BEDFORD diesel Burlingham 41-seater, red  
interior, blue and grey exterior, certificate of  
fitness expires June 1967, £3,200.  
1959 A.E.C. SEDDON 41-seater Harrington, blue  
and grey exterior, grey and red interior, front  
entrance, driver-operated door, certificate of fitness expires  
March 1966, £3,950.  
1957 BEDFORD petrol 41-seater Plaxton Consorti,  
many extras, interior, green and cream,  
certificate of fitness expires 1964, choice of two,  
£2,650.  
1956 BEDFORD diesel 41-seater Duple Super Vega,  
red interior, cream and maroon exterior, will  
be recertified and is almost new condition, £2,500.  
1955 COMMER TS3 41-seater Duple, red interior,  
red exterior, certificate of fitness expires 1966,  
£2,100.  
1954 Yeates 35-seater luxury coach body on Leyland  
PS2 chassis, blue interior, blue and cream  
exterior, certificate of fitness expires 1964, £1,050.  
1954 BEDFORD petrol Plaxton 36-seater, with red  
interior, green and grey exterior, certificate of  
fitness expires May 1964, £1,600.  
1953 BEDFORD petrol 35-seater Duple Super Vega,  
red interior, beige and cream exterior, in  
immaculate condition, certificate of fitness expires 1963,  
£1,400.  
1951 BEDFORD petrol, 33-seater, Duple and  
Plaxton bodies from 1951 to 1953.  
1951 LEYLAND Royal Tiger, choice of three 41-  
seaters, all at 1975 each.

A KIRKBY QUALITY VEHICLE

ALWAYS REPRESENTS GOOD VALUE FOR MONEY.  
Phone, Dinnington 541 (four lines) by day.  
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577 WORKSHOP 2963  
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ALF MOSELEY, L.TD.,  
FORD THAMES P.S.V. DEALERS.

NEW 1961 model FORD Thames Duple Yeoman 41-  
seater, red interior, heaters, etc., exterior to customer's  
choice, immediate delivery.  
1960 BEDFORD SBI (diesel) Harrington Crusader  
37-seater super luxury coach, red interior with  
heaters, radio, etc., exterior maroon and blue, genuine  
mileage only 4,000 as new.  
1958 BEDFORD Yeates Europa 41-seater, red  
interior with heaters, exterior grey-red, very  
nice order, £2,750.  
1958 COMMER TS3 Duple 41-seater, seating floral  
moquette, heaters, etc., exterior mainly cream  
with red relief, smart and attractive, £2,850.  
1956 BEDFORD Plaxton 41-seater, red interior, with  
heaters, exterior blue and cream, just recertified  
1966, £2,485.  
1956 COMMER TS3 Plaxton 41-seater, red interior,  
heaters and radio, exterior red-grey, just recer-  
tified 1966, £2,485.  
1955 BEDFORD Duple Super Vega 36-seater autumn  
tint interior with heaters, exterior cream and  
blue, certified 1965.  
1955 COMMER TS3 Plaxton 41-seater, autumn tint  
interior, with heaters, exterior cream with  
black relief, certified 1965, £2,250.  
1954 BEDFORD Duple Super Vega 36-seater, red interior  
with heater, exterior maroon and grey, certified  
1964, most attractive, £1,885.  
1953 BEDFORD Duple Super Vega 37-seater, with  
courier seats, seating in floral moquette, heater,  
exterior green and cream, certified 1963, £1,350.  
1953 BEDFORD Burlingham Seagull 35-seater with  
courier seat, smart green interior with radio  
and heaters, exterior cream and maroon, certified 1963,  
£1,385.  
1951 CROSSLEY Yeates 39-seater, half-cab coach,  
autumn tint interior with heater, exterior grey  
and cream, recently recertified December 1963, a cheap  
vehicle with large seating capacity, £605.  
1951 LEYLAND Yeates full-front 35-seater, autumn  
tint interior, with heater, exterior cream with  
blue relief, recently recertified for 1964, £850.  
1950 A.E.C. Mk. III (9.6) Burlingham full-front  
35-seater, autumn tint interior, with heater,  
exterior maroon and cream, smart and attractive, certified  
1965, £885.  
1949 CROSSLEY Yeates 35-seater, green interior  
with heater, exterior green and cream, certified  
1964, £425.

K NIGHTHORPE ROAD,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines),

AFTER OFFICE HOURS, 3339. 902-310

LANCASHIRE MOTOR TRADERS, L.TD.,  
OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201.  
EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES

NOW IN STOCK.

1959 BEDFORD 41-seater Burlingham, blue interior,  
cream-blue exterior, fitted heater; this machine  
is absolutely unmarked.  
1958 BEDFORD 41-seater Duple Super Vega, red  
interior, red and grey exterior, radio and heater,  
very clean.  
1955 COMMER 41-seater Plaxton, fitted radio and  
heater, Eaton 2-speed axle, red interior blue-  
grey exterior.  
1954 BEDFORD 36-seater Burlingham, green interior,  
green exterior, fitted heaters.  
1958 BEDFORD petrol 41-seater Duple Super Vega,  
blue interior, cream exterior, nominal mileage,  
choice of four.  
1950 COMMER Avenger 33-seater, Plaxton coach-  
work, in very good order, autumn tint interior,  
cream and black exterior, certificate of fitness 1963;  
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**CARRIMORE SIX-WHEELERS, LTD.,** Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 222-882

**1946** Scammell tractor, fitted with new B.T.C. coupling and twin air line brakes. Walker Bros., Middleton Rd., Heysham, Lancs. Heysham 743. 902-107

**SCAMMELL** flat 15-ft. trailers, 5-ton capacity, from £65.  
**J. T. LEAVESLEY, LTD.,** Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 902-155

**1954** 7-ton tractor diesel and semi-low-loader trailer, 15-ft. well, very clean, good tyres, 30,000 miles on present engine, £675. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2633, Notts. 902-160

**CAPITAL MOTOR CO., L. TD.,**

BEDFORD MAIN DEALERS.  
SCAMMELL DISTRIBUTORS.

**NEW** SCAMMELL Scarab, 3- and 6-ton, petrol or diesel, early delivery.

**NEW** SCAMMELL 8-ton 23-ft. sided trailers, immediate delivery.

**SCAMMELL** 12-ton 25-ft. sided trailer.

**USED** 3- and 6-ton SCAMMELL units.

**REMINGTON ST.,** City Rd., N.1. (Near Angel) 902-271  
Clerkenwell 7450.

**BEDFORD-SCAMMELL,** Perkins diesel low-loader in very good order, new tyres and recent engine, £325. Pearl Street Garage, 17 Pearl St., Sheffield S9139 and 37529. 902-359

B38

### Miscellaneous Vehicles (contd.)

**NEW** SCAMMELL Scarabs, favourable delivery.

**NEW** BEDFORD tractors available immediately.

**NEW** SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

**1957** BEDFORD Scammell 10-ton tractor, 350-cu.-in. engine, very clean.

**E. J. BAKER AND CO. (DORKING), L. TD.,**

DORKING 3822.

902-313

**ALWAYS** a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

**R. USH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 174. 902-542

### HUNTER VEHICLES, L. TD.

CROWN WORKS,  
290 SOUTHBURY ROAD,  
ENFIELD.

**1960** SCAMMELL 6-ton 23-ft. drop-frame trailer fitted with 7.00 x 20 10-ply tyres and 1.280-cubic box van body, excellent condition, one owner, choice of three.

**IMMEDIATE DELIVERY.**

HIRE-PURCHASE TERMS ARRANGED.

**HOWARD 4184.**

902-376

**NEARLY-NEW** 24-ft. drop-side body with bolster, £90. Also 20-ft. Scammell trailer which needs attention. £20. Byron 4993. 902-21

### Miscellaneous Vehicles (contd.)

#### BOGIES

**20** ton capacity, fitted twin airline brakes, mounted four 12.00 x 20 tyres, ideal for transport of concrete beams, etc.

**MORRIS ENGINEERING CO., LTD.,** Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 902-398

#### BREAKDOWN VEHICLES

**DIAMOND** T 8 x 6 chassis and cab, fitted with two power-operated winches, steel cab, 9.00 x 20 tyres, little used and in good running order, £550.

**W. VASS, LTD.,** Amptill, Bedford, Amptill 3255-6. 222-628

**A.E.C.** Diesel 6 x 6, recently reconditioned, fitted with heavy-duty A. frame, would make excellent breakdown. Colnbrook 2741. 902-167

#### CATTLE CONVOYS AND HORSEBOXES

**1959** Thames Trader 6-wheeler with a 23-ft. cattle body, convertible to double deck for sheep, in really first-class order, this container can be removed and lorry used as a flat when required, £1,100.

**USH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 174. 902-550

#### ESTATE CARS AND UTILITIES

**1958** MORRIS Minor 1000 Traveller, one owner, £325.

**1954** Vanguard estate, one owner, in excellent condition, £295. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 902-163

#### EXCAVATORS

**1955** JCB digger in good working order, 6625. Dobson Ivy House Works, Levens, Kendal. Phone, Sedgwick 288. 902-9874

#### EX-W.D. VEHICLES

**SWORDE (MOTORS), EXPORT, LTD.,** for all ex-W.D. trucks or spares. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 222-933

## Miscellaneous Vehicles (contd.)

FOR sale. Vehicles and spares.

**M**OST types of commercial vehicles, civilian and ex-M.W.D., being dismantled for spares.  
**C**OMMERCIAL vehicles always required for dismantling.  
**S**END us your offers and requirements.

**C.** MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. 902-808

GENTLEMEN WORTH KNOWING.

**CUNDEY AND STEWART, LTD.**  
DEALERS AND DISMANTLERS OF

**EX-W.D. VEHICLES ONLY.**

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.  
SPARES AND TYRES.

**ALFRETON, DERBYSHIRE.**

PHONE, LEABROOKS 477. 902-704

**A.E.C.** Matadors, 10-ton, 4 x 4, very good condition, from £850.  
**A.E.C.** 6 x 6, excellent condition, £800.

**SCAMMELL** complete with 45-ton tank transporter trailer, reconditioned by R.E.M.E., £2,000.  
**TWO** 4,000-gal. ex-U.S. petrol tankers complete with dollies, reconditioned, £750 each.

**W.** HOLMES, LTD., 18 Half Moon St., London. 902-953  
+W.L. Gro 3524, Hyd 7139.

**BEDFORD** 4 x 4 with winch, reconditioned, 80% tyres, low mileage.

**MERTON ENGINEERING CO., LTD.** Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 902-399

**A.E.C.** Albion, Austin, Bedford, F.W.D., Maudslays, 4 x 4 and 6 x 4 drive vehicles. Specialists in H. ROLLASON, Yorkford Hill, Romsey, Hants. J. Phone, Braishfield 395.

**A.E.C.** 6 x 6, fitted with A.E.C. 7.7 diesel engine. Southampton 26590. 902-408

## Ex-W.D. Vehicles Wanted

FOR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 902-436

## INSULATED VANS

**ONE** 3-in. insulated container, length 18 ft., width 7 ft. 6 in.  
**ONE** 3-in. insulated container, length 16 ft., width 7 ft. 2 in.  
**ONE** 2-in. insulated meat box, length 15 ft., width 7 ft. 2 in.

**TILBURY'S (SOTON), LTD.**, Western Esplanade, Southampton. Phone, 24731. 902-663

**LET** us quote you for "Thermo-King" refrigeration. We can convert your existing container at a competitive price. Vincents of Yeovil, Ltd. Phone 2091. 902-416

## JEEP

**M38.** Late type, hard and soft top, low mileage, ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 902-522

## LUTON VANS AND PANTECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £295 Two-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footsray 6851. 902-780

## H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

**NEW AUSTIN** 3-ton FG forward-control chassis-cab with 3-4 B.M.C. diesel engine fitted with a 1,075 c.c. Luton body, walk-up tailboard, rear doors or sheet available and awaiting painting instructions.

**NEW AUSTIN** 2-ton FG forward-control chassis-cab with petrol engine fitted with an 800 c.c. Luton body, low-loading tailboard, nearing completion.

**NEW AUSTIN** LD5 30-cwt. chassis with 2.2 B17C diesel engine fitted with Balco extension and a 600 c.c. Luton body.

**ALWAYS** a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

## H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.  
Hillside 8822, ext. 22. 902-235

**THREE** vans, Luton type Thames Traders, 4-cylinder diesel engines, year 1957, cubic capacity 1100, taxed to December, cash £725 each. United Components, Ltd., Eastern Avenue West, Romford. 902-7

**NEW Hi-bulk** Luton on Morris J2, 440 cu. ft., available ex-stock, £702 10s. unpainted, £775, painted one colour, passenger seat and heater. Phone, Bishopscare 3193. 902-319

## ARLINGTON MOTOR CO., LTD.

**IMMEDIATE** delivery BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

HIGH ROAD, PONDER'S END, ENFIELD, MIDDx.  
Howard 1266.

## ARLINGTON MOTOR CO., LTD.

902-89

**1959,** December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. Dawner Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382. 902-485

## Miscellaneous Vehicles (contd.)

### CHANDLERS MOTORS, LTD.

ESTABLISHED 42 YEARS.

## LUTON VAN PANTECHNICS.

**1,500** CU.-FT. 1954 GUY diesel pantechnic, good condition, £340.  
**1,220** CU.-FT. 1959 SEDDON P6 diesel pantechnic, really first-class order, Collicene operator, £275.

**1,200** CU.-FT. 1954 AUSTIN petrol pantechnic, Collicene operator, good condition, £300.  
**1,150** CU.-FT. 1954 AUSTIN pantechnic, tow loading, in excellent condition, £340.

**1,100** CU.-FT. 1953 AUSTIN pantechnic, low loading, £265.  
**583** CU.-FT. 1956 MORRIS diesel Luton side loading, £145.

**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. Gre 2033-4. 902-476

**5.1** B.M.C. diesel, low wheelbase, removable double deck floor, translucent fibreglass roof, reconditioned engine, 1,575 cu. ft., year 1957, price £1,050 o.n.o. Box CM0217, care of "The Commercial Motor". 902-3057

**1951** DENNIS Pantechnic, 1,000 cu. ft., integral cab, aluminium body, low loading, in good condition, £235 o.n.o. Phone, Grays Thurrock (Essex) 3052. 902-33145

**1958** Thames Trader 6D pantechnic, walk-in tailboard, 1,600 cu. ft., low mileage, in exceptionally good order, £850. 902-3057

**1953** BEDFORD pantechnic, very large all-alloy body, in very good order, one owner since new, £150.

**RUSH GREEN MOTORS,** Langley, Hitchin. Herts. R Stevenage 174. 902-544

## Luton Vans and Pantechnics Wanted

**WANTED,** 1951-60 pantechnics from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. 902-474

## MOBILE SHOPS, CANTEENS, ETC.

**SMITH'S** Grocerette, Viandette butcher's shop, Coronettes and used Karrier Bantams from stock, also used Commer diesel, Bedford, Austin, Fordson and Karrier Bantam, 1959-60 models and Morris JRS. Lawton Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 902-120

**KARRIER** Bantam mobile shop for groceries or ice-cream, good, genuine coachbuilt body with sliding doors, bargain, £150.

**RUSH GREEN MOTORS,** Langley, Hitchin. Herts. R Stevenage 174. 902-552

## MUNICIPAL VEHICLES

**REFUSE** collection. One S model BEDFORD fitted with Eagle Compressor body and Paladin rear bin hoist, vehicle overhauled and offered for sale in first-class order, demonstration by appointment.

**RICE ENGINEERING CO., LTD.**, 27 Coldharbour Lane, Camberwell, S.E.5. 902-797

## TANK WAGONS

**LEYLAND** Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tankers, tankers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 902-600

**TWO** BEDFORD 2,000-gal. tanker artic. outfits, complete pumps and hoses, ready for work.

**HAROLD ASTON, LTD.**, Langley, near Birmingham. Broadwell 2317-8. 904-9858

**IMMEDIATE** delivery stainless-steel milk tank, 1,750 gal. capacity, mounted on latest-type Trader 75 chassis and cab. Will separate. Barton Towley, Ltd., Main Ford Dealer, Lancaster. Phone 4317-8-9. 902-9668

**1954** BEDFORD-SCAMMELL (diesel) with 2,000-gal. 4-compartment trailer with pump; choice of three.

**1956** B.M.C. 1,200-gal. spirit tanker, three compartments, with pump, immaculate condition.

**2,000** GAL. 4-compartment spirit SCAMMELL trailers.

**OVER** 30 Bedford, Austin and Fords, 800-gal. 1,000- and 1,200-gal. tankers in stock, suitable for spirit, paraffin or whey, with or without pumps.

**H. F. A. DOLMAN, LTD.**, 215 North Rd., Southend-on-Sea. Phone 43267. 902-114

**1,300** GAL. 3-compartment AUSTIN chassis, choice of three, good runners, and clean. Colnbrook 2741. 902-166

**4,000,** 3,600, 2,000 spirit fuel and oil tankers available, immediate delivery; articulated or rigid fitted new and second-hand 8-, 6- or 4-wheel chassis and tanks, or chassis sold separately if required. Tanks, all makes to order.

**HATIER BROS.**, Austin Agents, of Grays. Phone, Purfleet 5488. 902-161

**1949** BEDFORD 1,200-gal. 3-compartment with pump, choice of two, £150 each. Gippy Mead Service Station, Fyfield, Ongar, Essex. Fyfield 227. 902-422

## Tank Wagons Wanted

**WANTED,** 1956-7 8.1-litre B.M.C. 1,200-gal. domestic fuel oil tanker, must be in first-class condition, full particulars to Traffic Manager, Railway Oil and Co., Ltd., P.O. Box 10, Dorlinton, Wednesbury, Staffs. 903-9904

## TIPPING LORRIES

**LATE** 1959 FORD Trader 7-ton 6D, 6 cu. yd., excellent condition, £50. H. E. Kershaw, Lynwood, 18 and 20 Gardner Rd., Tuebrook, Liverpool, 13. Phone, Stoneycroft 3995. 902-82920

**1957** LEYLAND Octopus 8-wheeled tipper, reconditioned with new body and tipping gear six months ago.

**1956** B.M.C. 7-ton high-sided tipper, recently fitted with reconditioned diesel engines, choice of several in clean condition.

**1956** BEDFORD 7-ton high-sided tipper, works reconditioned R6 engine fitted.

**PART-EXCHANGES,** conversions, hire-purchase, etc. J. GREEN AND SONS, LTD., Vine Garage, Brierley Hill, Staffs. Phone, Brierley Hill 77072. 902-9873

March 31, 1961—THE COMMERCIAL MOTOR 59  
(Supplement)

## Miscellaneous Vehicles (contd.)

**BEDFORD** 7-ton S-type tipper, 1955, 8-cu.-yd. steel body, £290. Rover Transport. Hounslow 3404. 902-864

## A. SPRINGALL, LTD.

**1959** COMMER 6-wheel drop-side bulk tipper, air chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 902-252

**1957** 7-ton DODGE diesel tipper, very good condition, £575.

**COUNTY OAK SERVICE STATION, LTD.**, London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7. 902-279

**4 x 4** FORD Thames 1954 hydraulic tipper, very good condition, £225. Colnbrook 2741. 902-165

**NEW** BEDFORD 7-ton, all-steel body, diesel engine.

**NEW** BEDFORD 151-in. wheelbase, diesel, twin-ram, all-steel body.

**ONE** or two normal-control 7-ton, mileages 1,000-2,000.

## BARTON MOTORS (PRESTON), LTD.

PRESTON.  
Preston 4664. 902-323

**COMMER** 6-wheeled tipper, twin-ram Edbro gear, 5-speed box, air braking, mileage 10,000, used only five months, whole machine as new.

**BEDFORD** S-type tipper, alloy U-shaped body, Comet engine, first registered 1958, very straight machine in good order.

**B.M.C.** Medium-wheelbase tipper, wood body, twin-ram Edbro gear, first registered in 1956 and well maintained.

**FOR** further details of these three outstanding machines contact

**RANTHAM COMMERCIALS**, 97 Barrowby Rd., Grantham. Phone 133. 902-141

**EX-W.D.** FODEN 8-wheeler, new alloy body, 20 ft. long and 4 ft. sides, good tyres. Walker Bros., Middleton Rd., Heysham, Lancs. Heysham 743. 902-108

**FEBRUARY,** 1961, BEDFORD TK tipper, underfloor gear and timber body, guaranteed mileage 1,500, just as new, £1,280. Apply Barton Towley, Ltd., 88 King St., Lancaster. Phone 4317. 902-342

**1958** BEDFORD 5-ton tipper, 30,000 miles, new tyres, £575.

**1958** BEDFORD D-model 6-ton normal-control tipper, steel body, Anthony gear, new tyres, all round, 30,000 miles only, £595.

**WIRAY PARK GARAGES**, Reigate, Surrey. Reigate 902-5. 902-1111

**TIPPER** body, Trader 6-tyd. drop-side, with sub-frame and tipping gear, power take-off, good condition, £75 o.n.o. Phone, Cot 4777 or 4713. 902-431

**ONE** S-type tipping vehicle, July 1955, £140. Phone, Canvey Island 340. 902-478

**1958** 7-ton Trader short-wheelbase 7-cu.-yd. tipper, steel body, 9,000 x 20 tyres.

**R. JUSTICE**, Winter Close, Underwood, Notts. Phone, Langley Mill 3182; home, 3625. 902-469

**1960** FORD Trader 7-ton diesel medium-wheelbase drop-side twin-ram tipper, low mileage, £385.

**1958** DODGE, wooden drop side, 6 cu. yd., diesel, £485.

**1958** FORD Trader diesel long-wheelbase drop-side tipper, £75.

**DAWNIER MOTORS, LTD.**, Ewell By-pass, Surrey. Ewell 2382. 902-487

**ALBION** tipper, 8-wheel, double-ram 1952 model, good tyres, £800. Bawtry Timber Co., Ltd., Martin Hall, Martin Lane, Bawtry 338. 902-510

**NEW** hydraulic tipper.

**DODGE** 7-ton 7-tyd. all-metal underbody end tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 902-509

**1960** FORD Trader 7-ton short-wheelbase, steel bodies, choice of two, £895.

**1957** COMMER TS3, long wheelbase, air brakes, Edbro underfloor gear and bodies, two for £1,000.

**ALWAYS** 20 new tipper in stock.

**24-HOUR** service for Pilot and Edbro tipping gears and spares.

**JOHN HUDSON,** Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 902-374

## Tipping Lorries Wanted

**WANTED,** BEDFORD A-type petrol- or diesel-engined short-wheelbase tipper, with or without bodies. Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234. 902-9816

**WANTED,** VULCAN tipper with Eaton 2-speed axle. State price and particulars.

**NEWLINE MOTORS, LTD.**, Thurmaston, Leicester. Phone, Syston 3357. 902-91

**BEDFORDS** with Perkins engines. Grimwades Transport, 166-8 Plumstead Common, S.E.18. Woolwich 5313. 902-253

## TRACTORS

**1959** COMMER TS3 12-ton tractor unit, well maintained by one owner since new, in first-class order, £750.

**1956** BEDFORD-SCAMMELL 12-ton S-type unit, with Leyland Comet engine, in first-class order, one owner since new, £475.

**1954** SCAMMELL tractor unit, 6LW engine, 6-speed box, one owner since new, in excellent running order, £950.

**RUSH GREEN MOTORS,** Langley, Hitchin. Herts. R Stevenage 174. 902-553

## TRAILERS

**CARRIMORE.** A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 5 tons to 50 tons.

**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 902-883

### Miscellaneous Vehicles (contd.)

#### E.C.G. TRAILERS, LTD.

HUNDREDS of conditioned trailers of all types always in stock.  
NEW trailers, any pick-up, immediate delivery.  
YOUR short or damaged trailer rebuilt as new.  
96 HACKFORD RD., S.W.9. Tel 3852-3. 911-9369

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vans, Ltd., Amphil. zzz-962

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO. LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, zzz-829

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. zzz-912

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform pantechnicons, and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. zzz-995

B.T.C. Semi-trailer, new December, 1960, little used, B.T.C. Model 1179, 15-ton flat platform, air brakes. L. OVELL'S MOTOR CO., Adelaide St., Newport, Mon. Phone 99666. 902-929

25-FT. new 11-ton trailer, Scammell coupling hard-wood floor, 9.00 x 20 tyres, £425, Cameron Garages, rear of 180-186 Park View Rd., Welling, Kent. Bentley Heath 1747. 903-9848

TASKERS trailers and semi-trailers. For every type of load between 8 cwt. and 35 tons.

SUITABLE for most kinds of prime mover, Land Rover, vans and cars.

FIFTH-WHEEL Taskers D-S automatic or mechanical horse couplings.

TRAILERS now in stock include: 10-, 12- and 14-ton Super Straight, S.A.E., 12- and 12-ton straight frames (D-S), 13-ton Twin-side, 10-, 12-, 16- and 20-ton drop frames, 14-ton step-frame low-loader, 12-ton rear-steering P.V. semi-trailer, 3- and 5-ton 4-wheelers.

FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers Andover-Telex."

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester Office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. zzz-811

NEW Scammell trailers.

USED Tasker 8-ton step-frame.

INQUIRIES to:—

#### E. J. BAKER AND CO. (DORKING), LTD.

DORKING 3822. 902-312

ONE only, 1960 35-cwt. Lolode double-axle transporter trailer, complete with Thompsons winch and steel loading skids, absolutely as new, practically unused, price ex-works, £230.

APPLY: R. W. OSBORNE AND SON, LTD., Saffron Walden, Essex. Phone, S.W. 3313. 902-6

20-TON low-loading machinery trailer, knock-out axles.

SCAMMELL trailers, all lengths, 16 ft. to 25 ft., also other leading makes of drawbar or semi-trailers.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Burking, Essex. Dominion 5583. 902-187

NEW 11-ton 23-ft. SCAMMELL flat-platform trailer, £615.

PARSONS AND PARSONS (GARAGES), LTD., Harlow, Essex. Phone, Potter St. 121. 902-248

NEW 11-ton straight-frame 25-ft. boxvan trailer, 9.00 x 20 14-ply tyres, Scammell automatic coupling, 1,400-cu.-ft. capacity, price £1,150 ex stock. Merriworth Engineering, Ltd., London Rd., Stone, Darford, Kent. Phone, Darford 21711. 902-213

LARGE selection of new and low-loading used 2-wheel trailers, 4 cwt. to 30 cwt., at reduced prices; also used 13-ft. 25-ft. platform trailer, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 902-121

### Miscellaneous Vehicles (contd.)

#### BROWNHILLS MOTOR SALES.

NEW Scammell 12-ton 25-ft. trailers, Scammell coupling, ex stock.

NEW Scammell 12- and 14-ton 25-ft. trailers, fifth wheel.

#### BROWNHILLS MOTOR SALES.

WATLING STREET (A5),

BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 902-295

SURPLUS to requirements.

ONE 6-8-ton SCAMMELL trailer, as new, £125 o.n.o.

ONE 3-ton SCAMMELL trailer, 8.25 x 10 tyres, £125 o.n.o.

SEVERAL trailers, approximately 35 ft. long.

QUEEN MARY trailers, 3- and 5-ton, new condition.

E.A.A., LTD. Tring 3146. 902-118

#### WHALEBONE MOTORS, LTD.

1958 BEDFORD Comet with low-loading trailer, knock-out axle, S.A.E. coupling, 18-ft. well, good throughout, £1,250.

E.R.F. Unit, with Tasker low-loading trailer, 15-ft. well, 12.00 x 20 tyre equipment, knock-out axle, cheap.

#### WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 902-244

B.T.C. 15-ton, four-in-line platform, immediate delivery.

SCAMMELL 12-ton, 25-ft. platform or sided available, for immediate delivery.

BARNARDS, Stowmarket. Phone, Stowmarket 621 (five lines). 902-56

#### ARLINGTON MOTOR CO., LTD.

NEW YORK Freightmaster, 26-ft.-long alloy boxvan, S.A.E. coupling.

HIGH ROAD, PONDERS END, ENFIELD, MIDD. 902-90

#### MORTON'S GARAGE, LTD.

DISTRIBUTORS Merriworth 12-14-ton trailers.

MERRIWORTH 25-ft. flat, fifth-wheel coupling.

MERRIWORTH 26-ft. flat, auto-fifth coupling.

MERRIWORTH 26-ft. flat automatic coupling (will fit all Scammell and other couplings).

DEMONSTRATION trailers available.

#### BINLEY ROAD,

COVENTRY.

Phone 53354. 902-134

ONE 20-ft. Hands trailer, Scammell coupling, complete with Bedford petrol unit, £330.

ONE 20-ft. Carrimore trailer, drop-sided body, £150.

ERNEST THORPE AND CO., LTD., Thurgoland, Sheffield. Phone, Stocksbridge 2152 or 2342. 902-343

DYSON articulated 16-ton tandem-axle bulk trailer, with 30-yd. body, in excellent order, £750.

B.T.C. Articulated 12-ton 4-in-line 26-ft. trailer on SCAMMELL 10.00 x 20 tyres, in first-class order, £450.

SCAMMELL 16-ton articulated tandem-axle trailer, in very good order, £350.

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**FOR** sale, Thornycroft ex-M.O.S. NR6-type diesel engine, complete with fuel-injection equipment, starter, dynamo, clutch and exhaust, and suitable for replacing AC6-type petrol engine in Thornycroft Amazon W8R chassis fitted with Coles crane. zzz-982

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**B44**

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**£65.** Perkins P6 engine complete with gearbox and all fittings for Fordson or Bedford.

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HAULAGE business, consisting seven Thames diesel lorries, 1955-58, with B licences, General Goods 50 miles, owner retiring due to health reasons, North West Area, price £4,500.

HAULAGE business, Bristol area, 32 tons B licences with good user conditions, £10,000.

HAULAGE business, West Midlands, five 1957-60 multi-wheel long-wheelbase tipper, with A licences, General goods.

HAULAGE business, Sussex, limited company, three modern long-wheelbase tippers with A, B and Contract A licences, reasonable price.

HAULAGE business, Birmingham area, three vehicles with approximately 10 tons A licences, most areas Great Britain.

WE have also small haulage businesses available at the moment in the North West, Metropolitan, South Eastern and West Midlands areas.

FULLER particulars of the above can be supplied on request and some hire-purchase available.

#### WILDE AND BENNETT, L TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

902-74

HAULAGE business (limited company), North-west area, approximate 120 tons A licence, 17 tons contract licence, good normal user, long-distance bulk tipper, Apply Box CM010, care of "The Commercial Motor." 903-9902

COACH hire six coaches and goodwill, contracts estimated 25 years. Offers invited. Box CM022, care of "The Commercial Motor." 904-3346

SALE, motor transport depot, three houses, large yard, garage, storen and 3-acre field, on outskirts of north-west town on main A6 road. Box CM0213, care of "The Commercial Motor." 902-3016

FOR sale, trade and delivery business, London area, two 5-ton B licences, removals, 20 miles, building material and rubbish, 20 miles, others 10 miles. Box CM0214, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 904-9879

WANTED, Haulage business with Special (A) licences, Ordinary (A) licences and B licences in any part of the country, or alternatively, we are prepared to sell your business for a commission as we have numerous clients on our books.

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HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

902-75

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

WANTED, transport company, North West, two to four A or good B licences. Box CM0218, care of "The Commercial Motor." 902-3015

### Miscellaneous Advertisements (contd.)

#### CONTRACT HIRE

LAND ROVERS, light vans and trucks available on contract hire. Apply for terms.  
COMMERCE COMMERCIALS (GUILDFORD), LTD.  
Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 902-389

#### CONTRACTS FOR HIRE AND

#### WANTED

MAXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. zzz-665

REQUIRE Contract A for 6- or 8-wheelers flat, southern area. Box CM0115, care of "The Commercial Motor." 903-2316

OPERATOR with 800-cu.-ft. container vehicle, empty each day at 9.30 a.m. London area, requires return load to Lancashire, keen price for regular return load. Box CM0118, care of "The Commercial Motor." 902-2923

OWNER-DRIVER requires contract, willing to purchase vehicle to suit. Goss, 5 Myrtle Rd., London, N.13. 902-3124

CONTRACT work for two vehicles required, North West Area, vehicles purchased to suit, owner-drivers. Box CM0212, care of "The Commercial Motor." 902-3105

WANTED, contract for 7-ton long-wheelbase tipper, owner-driver, new vehicle. Box CM0215, care of "The Commercial Motor." 903-3013

#### CONVERSIONS

#### HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END

CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, L TD.

SOUTHAMPTON 28331 (EIGHT LINES).

zzz-955

#### CONVERT YOUR VEHICLES

TO

#### FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST,

MORE M.P.G.,

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

#### QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.

WILMSLOW ROAD, CHÉADLE, CHESHIRE.

Phone, Mercury 2345-6

zzz-929

#### FORK-LIFT TRUCKS

COLBRO, LTD. offer Fork-lift truck for immediate disposal, subject to prior commitment.

ONE Ross fork-lift, 14,000-lb. capacity, 10-ft. lift, on pneumatics, perfect order, £1,150.

ONE Hyster fork-lift truck, 15,000-lb. capacity, 17-ft. 6-in. lift, good working order, on pneumatics, power steering, £1,500.

ONE Stacatrac 4,000-lb. capacity, on solids, needs attention, a gift at £100.

SPECIAL offer: One brand-new conveyancer, 6,000-lb. capacity, 12-ft. lift, diesel-driven fork lift, on pneumatic, torque-converter drive, immediate disposal, list price.

JAW BONE WORKS, Rothwell, Haigh, Leeds. Phone, Rothwell 3258. 904-9886

MOBILIFT 1,500-lb. capacity forklifts, single cylinder air-cooled engines, good working order, £240.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-815

#### INSURANCE

#### PAUL CHILDS, L TD.

58 BIRCH GROVE.

LONDON, W.3.

Acorn 2398.

BEST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 902-655

#### LOADING SHOVELS

OVERHAULED loaders: Chasidie diesel 500, 1957, in really good order, 1985 o.n.o. Merton R50 2-way loader, 1957, 1-cu.-yd. bucket, a first-class machine at £795. Weatherill diesel 4H overloader, 1956, carefully overhauled, 1975 o.n.o. 1957 County special forestry-swamp tractor, fitted 30-in. tracks and Boughton winch, 800 hours work only, excellent condition, new price, £2,800, offered at £1,050. 1955 Chasidie diesel cable loader, £245.

MERTON ENGINEERING CO., LTD., Fosse Rd., Feltham, Middlesex. Phone, Feltham 6208. 902-397

#### MISCELLANEOUS

GESTETNER duplicating machine, ex H.M.S.O., £10 each, £1 carriage.

E.A.A. LTD. Tring 3146. 902-117



**STEEL-FRAMED building.**  
**125** FT. by 120 ft., giving uninterrupted floor space approx. 15,000 sq. ft., steelwork as new, complete framework only, £2,950, delivered to site within 100 miles radius.  
**E. L. PITT AND CO. (COVENTRY), LTD.,** Brackley 902-58-2  
 Town Station, Brackley, Northants.  
**7.7** A.E.C. engines with crash gearboxes, 8.6 Albion engines with crash gearboxes.  
**1950 ALBION** high-bridge deckers, just off service, a choice of 20.  
**TIGER COACHES,** Dewshill Garage, Salisbury. Phone, Salisbury 242. 903-9885

### PACKING AND SHIPPING

**ROYAL 3066-9.** The quickest way of shipping your car anywhere in the world is through.  
**PARON, LTD.,** 51-3 Crutched Friars, E.C.3. 902-728

### SITUATIONS VACANT

**A.M.I.M.L.** City and Guilds, A.M.I.Mech.E., etc., on "No pass no fee" terms. Over 90% success. For details of exams, courses in all branches of auto, diesel, aero mechanical engineering, etc., write for 148-page, handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

**MANAGER** required for Bedford Main Dealers, to take charge of depot in Home Counties. All facilities including new and used vehicle sales. Service and parts departments, bodybuilding, etc. Apply with details of experience to Box CM0119, care of "The Commercial Motor." 902-9877

**COMMERCIAL Manager** required in Surrey Area, commencing salary £1,000 p.a., plus commission and car. Details to Box CM0118, care of "The Commercial Motor." 902-9857

**REMOVAL Estimator** required. State age, experience and qualifications, house available. Deacons Bros. Ltd., Paynes Park, Hitchin. 902-9863

**COMMERCIAL-VEHICLE Salesman** required by Vauxhall-Bedford Main Dealer in Home Counties area of great potential. Remuneration by basic salary and commission, car provided, excellent opportunity for energetic and knowledgeable salesman. Write with full details of experience to Box CM0114, care of "The Commercial Motor." 902-9878

**SALESMAN** required for well-known coachbuilding firm, to operate in the Birmingham area, one preferred with existing connections. Write giving details of experience and salary expected. Box CM022, care of "The Commercial Motor." 903-9882

**WANTED.** Experienced commercial vehicle mechanic, preferably with Rootes Group vehicle experience, petrol and diesel, good prospects with excellent working conditions, good wages and pension scheme. Castle's Motor Co., Leicester 23813. 903-9882

**SENIOR mechanical draughtsman** required with commercial chassis experience, age preferably 25 to 30 years, qualifications, H.N.C. or O.N.C. if experience is reasonably wide. Many opportunities, progressive pension scheme in operation. Please reply quoting experience and salary required in writing to: Austin Crompton Parkinson Electric Vehicles, Ltd., Garden St., South Wotton, Leics, for the attention of the Chief Designer. 903-9888

**UNDER FOREMAN** required for high-class commercial bodyshop, age 25-30, must be an energetic, progressive type and capable of controlling a large number of men. Apply Box CM021, care of "The Commercial Motor," giving details of experience. 903-9883

**ALLISON'S TRANSPORT (CONTRACTS), LTD.,** require transport manager for their London depot. An attractive salary plus commission (on new business) is offered together with the use of motor car. Superannuation scheme after probationary period. All applications, which will be treated in strictest confidence, should be addressed to the managing director, Allison's Transport (Contracts), Ltd., 119 Clepington Rd., Dundee. 903-9893

**STORES manager** for commercial vehicle stores handling Leyland-Albion-Scammell Group vehicles with large turnover. Experienced, capable of organizing and controlling staff, and able to work on own initiative. Moving to new and larger premises this year. Non-contributory pension scheme in operation. New house available if required. Ford and Slater, Ltd., Gwendolen Rd., Leicester. 902-368

**TRAFFIC clerk** for old-established carriers, E.C.1, experience of log-cards, customer reception, telephone orders, vehicle allocation, accident forms, M.P.G. etc., essential; typing an advantage. Write age, experience and salary to Box CM0211, care of "The Commercial Motor." 902-364

**COMMERCIAL-VEHICLE distributors.** South Bucks area, selling two leading products, require the services of a skilled fitter to eventually take control of commercial vehicle repair workshop. Must be willing to attend appropriate course in England and Continent. Apply Box CM028, care of "The Commercial Motor." 902-366

**NORTHERN IRELAND TRAILER, LTD.,** Albert Edward Dock, Preston, invite applications for the appointment, Depot Manager, Preston. The company operates road ferry services to and from Northern Ireland. Applicants must have adequate experience of operating a large fleet of vehicles and be capable of efficient management of drivers and other personnel. Applicants should write to the General Manager at the above address, giving full details of qualifications, experience and salary required. 903-9907

**PARTSMAN/Counterhand** for Vauxhall-Bedford: heavy wages, appls. Green Garage, Ltd., 641 Staines Rd., Bedford, Middx. 902-523

**COMMERCIAL salesman** required for Dodge distributors in Croydon area. The J473-4. 902-526

**THE Dreadnought Garage of Kingsway.** Hove, distributors of Austin commercial vehicles for the greater part of Sussex, requires a really first-class commercial vehicle salesman. Experience of all aspects of commercial vehicle selling essential. A valuable and permanent job carrying a good salary and generous commission. Car provided. Write in strict confidence giving all particulars including experience and background. 902-3014

**EXPERIENCED Traffic clerk** required by operators of Lippers and long-distance lorries, house available. Write stating experience, age and salary required. W. L. Vallance, Ltd., Heathfield, Newton Abbot. 902-3305

**EXPERIENCED commercial vehicle salesman** required by Commer distributors, capable of taking full charge of sales and part-exchange, salary and commission. Apply in writing in confidence, giving experience and expected salary. Brook Bros. (Hereford), Ltd., Blackwell St., Hereford. 904-9905

**RHODESIA UNITED TRANSPORT, LTD.**  
 THE RHODESIA UNITED TRANSPORT GROUP OF COMPANIES INVITES APPLICATIONS FOR THE FOLLOWING POSITIONS:—

**1. PASSENGER TRAFFIC MANAGER**  
 FOR CENTRAL AFRICAN ROAD SERVICES, LTD., OPERATING 125 BUSES ON LONG-DISTANCE AND SOME LOCAL PASSENGER SERVICES THROUGHOUT NORTHERN RHODESIA.

**2. TRAFFIC MANAGER**  
 FOR SALISBURY UNITED OMNIBUS CO., LTD., OPERATING 140 BUSES ON LOCAL SERVICES IN SALISBURY AND DISTRICT AND SOME LONG DISTANCE SERVICES IN SOUTHERN RHODESIA. The salaries to be offered will be commensurate with the qualifications of the successful applicants.

Applications, which will be treated in strict confidence, should be addressed to the Secretary, United Transport Co., Ltd., Mouton Chambers, Chestrow, Monmouthshire, to reach there not later than May 31, 1961, giving full details of qualifications and experience, which should include the following:—

- Name and address.
- Age.
- Whether single or married. In the latter case, number and age of any children.
- Concise summary of previous appointments, arranged chronologically.
- Present salary.

903-9896

### BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. dispatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS.

### SITUATIONS WANTED

**LADY** with 26 years' practical experience road haulage, seeks responsible post where expert handling of staff and customers is required. Box CM029, care of "The Commercial Motor." 902-365

### STORAGE AND DISTRIBUTION

**LENHAM STORAGE CO., LTD.,** near Maidstone, Kent, Southern England's foremost warehouse, capacity 33 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey and Hants. Phone, Lenham 441 (five lines). zzz-792

**MANCHESTER** haulier offers distribution, collection, storage and office facilities. Box CM0219, care of "The Commercial Motor." 902-2892

### TENDERS

#### CITY OF MANCHESTER.

TENDERS INVITED FOR THE SUPPLY OF THE FOLLOWING NEW VEHICLES TO MANCHESTER AIRPORT COMMITTEE:—

- ONE LAND ROVER LONG STATION WAGON (PETROL).
- ONE REGULAR LAND ROVER WITH TRUCK CAB (DIESEL).
- TWO TOWING TUGS (DIESEL) WITH 2,000-LB. DRAWBAR PULL.
- THREE FORK TRUCKS (DIESEL), LIFTING CAPACITY UP TO 6,000 LB., 12-FT. MAST AND 42-IN. FORKS.
- TWO 5-TON THAMES TRADER DROP-SIDE TIPPERS (DIESEL).
- ONE MINI-MINOR VAN ADAPTED TO INCLUDE WINDOWS ALONG BOTH SIDES.

Tender forms obtainable from Airport Director, Manchester Airport, Wythenshawe, Manchester, 22, returnable by April 13, 1961. Applicants should specify the items for which they wish to tender. 902-100

### Miscellaneous Advertisements (contd.)

#### BOROUGH OF BRIDLINGTON

TENDERS ARE INVITED FOR THE SUPPLY OF A  
**BEDFORD OR FORD**  
 DIESEL ENGINE  
**5-TON TIPPING LORRY**  
 A USED VEHICLE BEING OFFERED IN PART EXCHANGE.

Full particulars obtainable from the Borough Engineer, Town Hall, Bridlington. Tenders to undersigned by April 12, 1961.

S. BRIGGS.

Town Clerk.  
 Bridlington 902-9864

#### CITY OF LIVERPOOL.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY OF

#### CRANK CASE OILS

DURING 12 MONTHS ENDING JULY 31, 1962.

Documents from City Engineer and Surveyor, Municipal Buildings, Liverpool, 2. Tenders returnable by May 19, 1961.

THOMAS ALKER.

Town Clerk.  
 Liverpool 902-5

#### COUNTY BOROUGH OF DERBY.

TENDERS ARE INVITED FOR THE SUPPLY TO THE TRANSPORT DEPARTMENT OF

ONE

#### FORD THAMES 15 CWT. VAN.

IN PRIMER, WITH HEATER, PASSENGER SEAT AND SIDE-LOADING DOOR.

The Council is a registered fleet-owner, discount code G. Quotations should give alternative prices for delivery to Derby or Blackburn, and be sent in a sealed envelope marked "Tender for Van" so as to reach the undersigned not later than Saturday, April 15, 1961.

N. S. FISHER.

Town Clerk.  
 The Council House, Corporation St., Derby. 902-2

#### ST. ALBANS CITY COUNCIL.

THAMES 15-CWT. CHASSIS AND CAB.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF A

#### THAMES 15-CWT. CHASSIS AND CAB.

REAR WHEELS FITTED TOWN AND COUNTRY TYRES, DROP-SIDE BODY WITH DETACHABLE SEAT, CANOPY, RAMPS, ETC.

The vehicle to be painted and lettered to Corporation requirements, details of which will be supplied by the City Engineer on application.

Tenders together with a full specification of the vehicle offered, stating delivery date, to be received in an envelope not bearing any name or mark indicating sender and endorsed "Tender for Truck" by the undersigned not later than April 10, 1961.

There is no official Tender Form for the vehicle.

R. V. ENTWISTLE.

Town Clerk.  
 18 St. Peter's Street, St. Albans. 902-79

#### CITY AND COUNTY OF NEWCASTLE UPON TYNE.

TENDERS FOR VEHICLES.

THE CORPORATION INVITES TENDERS FOR THE SUPPLY AND DELIVERY TO THE CITY CLEANSING DEPARTMENT OF:—

EIGHT

#### S.D. REFUSE COLLECTION VEHICLES.

Particulars may be obtained from the Director of Public Cleansing, Newington Road, Newcastle upon Tyne, 2, to whom all tenders are to be delivered on or before Wednesday, April 12, 1961.

The Council does not bind itself to accept the lowest or any tender.

Tenders are to be submitted in envelopes provided, which shall not bear any printing or mark thereon indicating the sender.

J. ATKINSON.

Town Clerk.  
 Newcastle upon Tyne, 1. March 28, 1961. 902-20

## BOOKS AND PUBLICATIONS


**MAINTENANCE RECORD** (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.  
**DIESEL** oil stock books. Cost books, etc. Send for descriptive list.  
**CHARNWOOD PUBLISHING CO., LTD.**, Coalville, Leicestershire. 222-8669

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**POPTEST**

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UNIVERSAL DIESEL  
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FOR EFFICIENT  
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**"MODERN CLEANSING APPLIANCES."** by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

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Whalley, Lancs.  
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have an immediate vacancy for an

**ESTIMATOR**

Applicants must have a sound engineering background and previous experience in Estimating. A knowledge of the Vehicle Building Trade would be an advantage.

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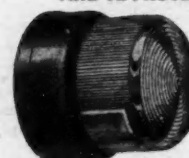
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For full particulars of all  
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Rubbolite House, Centre Drive, Epping, Essex.

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OUR CLAIM:—

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HIGH ST., LYDNEY, GLOS.

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Mobile Cranes and Breakdown Vehicles

Available Day and Night

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## THE ROAD TRANSPORT ENGINEER

Edited by G. Mackenzie Junner

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BOWLING GREEN LANE, LONDON, E.C.1. TERMINUS 3636

COLCHESTER—IPSWICH

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HEAD and TOE LIFT  
COMPLETE WITH  
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£12 each

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